

# NACOmatic

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NY Min Alt#2	-	4	MSS	-	166
NY Min Rdr#2	-	8	MSV	-	190
NY Min TO#2	-	10	MTP	-	180
06N	-	173	N03	-	64
0B8	-	104	N23	-	374
0G0	-	162	N66	-	308
0G7	-	366	N69	-	381
1B1	-	130	N82	-	432
20N	-	158	N89	-	79
44N	-	177	NY0	-	154
46N	-	333	OGS	-	303
4B0	-	378	OIC	-	300
4B6	-	393	OLE	-	305
4G6	-	127	PBG	-	315
5B2	-	358	PEO	-	312
5G0	-	161	POU	-	323
6B9	-	377	PTD	-	321
7G0	-	50	RME	-	347
87N	-	380	ROC	-	334
9G0	-	51	SCH	-	361
9G3	-	25	SDC	-	430
9G6	-	37	SLK	-	354
ALB	-	27	SWF	-	280
ART	-	395	SYR	-	382
B16	-	399	VGC	-	126
BGM	-	42			
BUF	-	52			
CZG	-	89			
D38	-	62			
DKK	-	70			
DSV	-	67			
ELM	-	81			
ELZ	-	402			
FOK	-	406			
FRG	-	91			
FZY	-	118			
GFL	-	121			
GTB	-	105			
GVQ	-	39			
HPN	-	414			
HTO	-	75			
HWV	-	367			
IAG	-	294			
ISP	-	133			
ITH	-	143			
JFK	-	195			
JHW	-	147			
LGA	-	248			
LKP	-	159			
MAL	-	163			
MGJ	-	182			

## INSTRUMENT APPROACH PROCEDURE CHARTS

## A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

## NAME ALTERNATE MINIMUMS

## ANDOVER, NJ

AEROFLEX-ANDOVER ..... RNAV (GPS) Rwy 3  
VOR-A

NA when local weather not available.  
Category A, 1000-2.

## ATLANTIC CITY, NJ

ATLANTIC CITY INTL ..... ILS or LOC Rwy 13<sup>1</sup>  
ILS or LOC/DME Rwy 31<sup>1</sup>  
RADAR-1<sup>2</sup>  
RNAV (GPS) Rwy 4<sup>2</sup>  
RNAV (GPS) Rwy 13<sup>2</sup>  
RNAV (GPS) Rwy 22<sup>2</sup>  
RNAV (GPS) Rwy 31<sup>2</sup>  
VOR/DME Rwy 22<sup>2</sup>  
VOR Rwy 4<sup>2</sup>  
VOR Rwy 13<sup>2</sup>  
VOR Rwy 31<sup>2</sup>

<sup>1</sup>ILS, Category E, 700-2½. LOC, Category E, 800-2½.

<sup>2</sup>Category E, 800-2½.

## BINGHAMTON, NY

GREATER BINGHAMTON/  
EDWIN A. LINK FIELD..... ILS Rwy 16  
ILS Rwy 34

NA when control tower closed.

## CALDWELL, NJ

ESSEX COUNTY ..... LOC Rwy 22<sup>1</sup>  
RNAV (GPS) Rwy 22<sup>2</sup>

Category B, 900-2; Category C, 900-2½;  
Category D, 1000-3.

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

## CORTLAND, NY

CORTLAND COUNTY-  
CHASE FIELD ..... VOR or GPS-A  
Categories A,B, 1100-2, Categories C,D,  
1100-3.

## NAME ALTERNATE MINIMUMS

## DANVILLE, NY

DANVILLE MUNI ..... RNAV (GPS)-A  
RNAV (GPS) Rwy 14  
RNAV (GPS) Rwy 18

NA when local weather not available.  
Category A, 1300-2; Category B, 1500-2;  
Category C, 1500-3.

## DUNKIRK, NY

CHAUTAUQUA COUNTY/  
DUNKIRK ..... VOR Rwy 6  
VOR Rwy 24

Category D, 900-2½.

## ELMIRA, NY

ELMIRA/CORNING RGNL ..... ILS Rwy 6  
ILS or LOC Rwy 24

NA when control tower closed.  
Categories A,B, 1200-2; Categories C,D,  
1200-3.

## FARMINGDALE, NY

REPUBLIC ..... ILS Rwy 14  
NA when control tower closed.

## FULTON, NY

OSWEGO COUNTY ..... RNAV (GPS) Rwy 24  
VOR Rwy 33

NA when local weather not available.

## ISLIP, NY

LONG ISLAND  
MAC ARTHUR ..... ILS or LOC Rwy 6<sup>1</sup>  
ILS or LOC Rwy 24<sup>1</sup>  
NDB Rwy 6<sup>1</sup>  
RNAV (GPS) Rwy 6  
RNAV (GPS) Rwy 24

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

## NAME ALTERNATE MINIMUMS

## ITHACA, NY

ITHACA

TOMPKINS RGNL ..... ILS or LOC Rwy 32<sup>12</sup>  
 VOR or GPS Rwy 14<sup>34</sup>  
 VOR or GPS Rwy 32<sup>35</sup>

<sup>1</sup>Categories A,B, 1000-2; Categories C,D,  
 1000-3.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>NA when control tower closed, except for  
 operators with approved weather reporting  
 service.

<sup>4</sup>Category D, 800-2½.

<sup>5</sup>Categories A,B, 1500-2; Categories C,D,  
 1500-3.

## JAMESTOWN, NY

CHAUTAUQUA COUNTY/

JAMESTOWN ..... ILS OR LOC Rwy 25  
 RNAV (GPS) Rwy 7  
 RNAV (GPS) Rwy 25

NA when local weather not available.

## MASSENA, NY

MASSENA INTL-RICHARDS

FIELD ..... RNAV (GPS) Y Rwy 5  
 RNAV (GPS) Z Rwy 5  
 RNAV (GPS) Rwy 9  
 RNAV (GPS) Rwy 23  
 RNAV (GPS) Rwy 27  
 VOR-A

Category D, 800-2½. NA when local weather  
 not available.

## MILLVILLE, NJ

MILLVILLE MUNI ..... VOR-A  
 NA when local weather not available.

## MORRISTOWN, NJ

MORRISTOWN MUNI ..... ILS or LOC Rwy 23<sup>12</sup>  
 NDB Rwy 5<sup>13</sup>  
 NDB or GPS Rwy 23<sup>14</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Categories A,B,C, 700-2; Category D,  
 900-2½. LOC, Category D, 900-2½.

<sup>3</sup>Category D, 900-2½.

<sup>4</sup>Category D, 900-3.

## NEW YORK, NY

JOHN F.

KENNEDY INTL ..... ILS or LOC Rwy 22L<sup>1</sup>  
 ILS Rwy 22R<sup>1</sup>  
 ILS Rwy 4L<sup>1</sup>  
 ILS Rwy 4R<sup>1</sup>  
 ILS or LOC Rwy 13L<sup>1</sup>  
 ILS or LOC Rwy 31L<sup>1</sup>  
 ILS or LOC Rwy 31R<sup>1</sup>  
 VOR or GPS Rwy 13L/R, 1000-3

<sup>1</sup>ILS, 700-2.

## NAME ALTERNATE MINIMUMS

## NEW YORK, NY (CON'T)

LA GUARDIA ..... ILS or LOC Rwy 4<sup>1</sup>  
 ILS or LOC Rwy 13<sup>3</sup>  
 ILS or LOC Rwy 22<sup>4</sup>  
 LDA-A<sup>4</sup>  
 LOC Rwy 31<sup>4</sup>  
 RNAV (GPS)-B<sup>4</sup>  
 RNAV (GPS) Y Rwy 4<sup>4</sup>  
 RNAV (GPS) Rwy 13<sup>5</sup>  
 RNAV (GPS) Y Rwy 22<sup>4</sup>  
 RNAV (GPS) Rwy 31<sup>4</sup>  
 VOR/DME-G<sup>4</sup>  
 VOR/DME-H<sup>4</sup>  
 VOR-F<sup>6</sup>  
 VOR Rwy 4<sup>4</sup>

<sup>1</sup>ILS, Categories A,B,C, 700-2; Category D,  
 700-2½. LOC, Category D, 800-2½.

<sup>2</sup>ILS, Category D, 700-2½; LOC, Category D,  
 800-2½.

<sup>3</sup>ILS, Categories A,B, 800-2; Category C,  
 800-2½; Category D, 800-2½.  
 LOC, Category C, 800-2½; Category D,  
 800-2½.

<sup>4</sup>Category D, 800-2½.

<sup>5</sup>Categories A,B,C,D, 800-2½.

<sup>6</sup>Categories A,B, 1000-2; Categories C,D,  
 1000-3.

## NEWARK, NJ

NEWARK LIBERTY INTL ..... ILS Rwy 4L<sup>1</sup>  
 ILS Rwy 4R<sup>1</sup>  
 ILS or LOC Rwy 11<sup>1</sup>  
 ILS Rwy 22L<sup>1</sup>  
 ILS or LOC Rwy 22R<sup>1</sup>  
 RNAV (GPS) Rwy 4L<sup>2</sup>  
 RNAV (GPS) Y Rwy 4R<sup>2</sup>  
 RNAV (GPS) Z Rwy 22L<sup>2</sup>  
 RNAV (GPS) Rwy 22R<sup>2</sup>  
 VOR/DME Rwy 22L<sup>3</sup>  
 VOR/DME Rwy 22R<sup>3</sup>  
 VOR Rwy 11<sup>4</sup>

<sup>1</sup>ILS, Categories A,B,C, 700-2; Category D,  
 900-3. LOC, Category D, 900-3.

<sup>2</sup>Category D, 900-3.

<sup>3</sup>Categories A,B, 900-2; Category C, 900-3;  
 Category D, 1000-3.

<sup>4</sup>Categories A,B, 1000-2; Categories C,D,  
 1000-3.

## NEWBURGH, NY

STEWART INTL ..... ILS or LOC Rwy 9<sup>1</sup>  
 ILS Rwy 27<sup>1</sup>  
 VOR Rwy 27<sup>2</sup>

<sup>1</sup>ILS, Categories C,D, 700-2.

<sup>2</sup>Category D, 800-2½.

NAME ALTERNATE MINIMUMS

**PENNYAN, NY**

PENNYAN ..... **RNAV (GPS) Rwy 1**  
Categories A, B, 900-2; Category C, 900-2½;  
Category D, 900-2½.  
NA when local weather not available.

**POUGHKEEPSIE, NY**

DUTCHESS COUNTY ..... **RNAV (GPS) Rwy 6¹**  
**RNAV (GPS) Rwy 24²**  
**VOR-A¹**  
**VOR/DME Rwy 6¹**  
**VOR/DME Rwy 24²**

NA when local weather not available.

¹Category D, 800-2½.

²Category C, 800-2½; Category D, 800-2½.

**ROCHESTER, NY**

GREATER ROCHESTER

INTL ..... **ILS or LOC Rwy 4¹**  
**ILS or LOC Rwy 22¹**  
**ILS or LOC Rwy 28²**  
**RNAV (GPS) Rwy 4³**  
**RNAV (GPS) Rwy 28⁴**  
**VOR Rwy 4³**  
**VOR/DME Rwy 4³**

¹ILS, Category D, 700-2½. LOC, Category D, 800-2½.

²ILS, Categories A,B,C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.

³Category D, 800-2½.

⁴Category C, 800-2½; Category D, 800-2½.

**ROME, NY**

GRIFFISS INTL ..... **RNAV (GPS) Rwy 15**  
**RNAV (GPS) Rwy 33**

NA when local weather not available.

Category D, 800-2½.

**SARANAC LAKE, NY**

ADIRONDACK

RGNL ..... **VOR/DME Rwy 5¹**  
**VOR or GPS Rwy 9²**

¹Category A, 1100-2; Category B, 1200-2;  
Categories C,D, 1200-3.

²Categories A,B, 1400-2; Categories C,D, 1400-3.

**SCHENECTADY, NY**

SCHENECTADY COUNTY ..... **ILS Rwy 4¹**  
**NDB Rwy 22**

NA when control tower closed.

¹Category D, 700-2.

NAME ALTERNATE MINIMUMS

**SHIRLEY, NY**

BROOKHAVEN ..... **RNAV (GPS) Rwy 6**  
**RNAV (GPS) Rwy 15**  
**RNAV (GPS) Y Rwy 24**  
**RNAV (GPS) Z Rwy 24**  
**RNAV (GPS) Rwy 33**  
**VOR Rwy 6**

NA when local weather not available.

**SUSSEX, NJ**

SUSSEX ..... **RNAV (GPS) Rwy 3¹**  
**VOR-A²**

NA when local weather not available.

¹Categories A, B, 900-2; Category C, 900-2½.

²Categories A, B, 1400-2; Category C, 1400-3.

**SYRACUSE, NY**

SYRACUSE HANCOCK

INTL ..... **ILS or LOC Rwy 10¹**  
**VOR or TACAN Rwy 33²**

¹ILS, Category E, 800-2½. LOC, Category E, 800-2½.

²Category E, 800-2½.

**TETERBORO, NJ**

TETERBORO ..... **ILS Rwy 6¹**  
**ILS Rwy 19¹**  
**RNAV (GPS) Y Rwy 6³**  
**RNAV (RNP) Z Rwy 6, 800-2½**  
**VOR/DME-A²**  
**VOR/DME-B²**  
**VOR/DME Rwy 6³**  
**VOR Rwy 24⁴**

¹ILS, Categories A,B, 800-2; Category C, 800-2½; Category D, 900-2½. LOC, Category C, 800-2½; Category D, 900-2½.

²Categories A,B, 1000-2; Categories C,D, 1000-3.

³Category C, 800-2½; Category D, 900-2½.

⁴Categories B,C,D, 1000-3.

**TRENTON, NJ**

TRENTON MERCER ..... **ILS Rwy 6**  
**NDB or GPS Rwy 6**  
**VOR or GPS-A**  
**VOR or GPS Rwy 24**

NA when control tower closed.

**WATERTOWN, NY**

WATERTOWN INTL ..... **ILS or LOC Rwy 7¹**  
**RNAV (GPS) Rwy 7²³**

¹LOC, NA.

²Category D, 800-2½.

³NA when local weather not available.

NAME ALTERNATE MINIMUMS

## WELLSVILLE, NY

WELLSVILLE MUNI ARPT,

TARANTINE FIELD ..... RNAV (GPS) Rwy 10

RNAV (GPS) Rwy 28

VOR-A<sup>1</sup>

NA when local weather not available.

<sup>1</sup>Categories A,B, 1100-2; Categories C,D,  
1100-3.

## WESTHAMPTON BEACH, NY

FRANCIS S. GABRESKI ILS or LOC Rwy 24<sup>1</sup>

RNAV (GPS) Rwy 24

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

## WHITE PLAINS, NY

WESTCHESTER COUNTY ILS or LOC Rwy 16<sup>1</sup>

ILS or LOC Rwy 34<sup>1</sup>

NDB Rwy 16<sup>12</sup>

RNAV (GPS) Rwy 34<sup>3</sup>

VOR/DME-A<sup>1</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>Category D, 800-2¼.

<sup>3</sup>NA when local weather not available.

## WILDWOOD, NJ

CAPE MAY COUNTY ..... RNAV (GPS) Rwy 10

RNAV (GPS) Rwy 19

VOR-A

NA when local weather not available.

# RADAR INSTRUMENT APPROACH MINIMUMS

## ATLANTIC CITY, NJ

Amdt. 15, SEP 25, 2008 (FAA)

ELEV 75

## ATLANTIC CITY INTL

RADAR- 124.6 327.125 ▽ ▲

RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
S-13		AB	480/24	405	(500-½)	C	480/40	405	(500-¾)
		DE	480/50	405	(500-1)				
S-4		AB	480-1	412	(500-1)	CD	480-1¼	412	(500-1¼)
		E	480-1½	412	(500-1½)				
S-31		AB	480-1	417	(500-1)	CD	480-1¼	417	(500-1¼)
		E	480-1½	417	(500-1½)				
S-22		AB	600-1	532	(600-1)	C	600-1½	532	(600-1½)
		D	600-1¾	532	(600-1¾)	E	600-2	532	(600-2)
CIRCLING		AB	560-1	485	(500-1)	C	560-1½	485	(500-1½)
		D	640-2	565	(600-2)	E	760-2½	685	(700-2½)

For inoperative MALSR, increase ASR S-13 CAT D visibility to RVR 6000 and Cat E to 1½.  
Alternate Minimums: Cat E 800 - 2½.

## MCGUIRE AFB (KWRI), NJ (Orig, 09155 USAF)

ELEV 131

RADAR(E) - 120.0 269.025 ▽

PAR	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
	24 <sup>23</sup>	2.8°/45/905	ABCDE	378/40	262	(300-¾)
	6 <sup>13</sup>	2.7°/53/1270	ABCDE	331/24	200	(200-½)

PAR No-NOTAM MP: 0530-1100Z++ dly. PAR apch avbl dly from 1100-0300Z++ contingent upon PAR ctl avbl and/or deployed status of mobile PAR.

<sup>1</sup>When ALS inop, increase CAT RVR to 40 and vis to ¾ mile.

<sup>2</sup>When ALS inop, increase RVR to 50 and vis to 1 mile.

<sup>3</sup>Rwy 6 and 24, VGSI and PAR glidepaths not coincident.

# RADAR INSTRUMENT APPROACH MINIMUMS

## WHEELER-SACK AAF (KGTB), NY (Fort Drum) (1-Amdt 1, 2-Orig 09239 USA)

RADAR<sup>1</sup> - 128.25 299.85 ▽

ELEV 690

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
<b>RADAR-1</b>						
PAR	3 <sup>23</sup>	3.0°/54/1038	ABCDE	885-½	200	(200-½)
	21 <sup>23</sup>	3.0°/58/1106	ABCDE	877-½	200	(200-½)
	33 <sup>4</sup>	3.0°/49/938	AB	938-¾	250	(300-¾)
			CDE	938-1	250	(300-1)
<b>RADAR-2</b>						
ASR	21 <sup>5</sup>		AB	1020-½	343	(400-½)
			CDE	1020-¾	343	(400-¾)
	15 <sup>6</sup>		AB	1100-½	413	(500-½)
			CD	1100-¾	413	(500-¾)
			E	1100-1	413	(500-1)
	33 <sup>4</sup>		AB	1140-1	452	(500-1)
			C	1140-1¼	452	(500-1¼)
			DE	1140-1½	452	(500-1½)
	3 <sup>7</sup>		AB	1240-½	555	(600-½)
			C	1240-1	555	(600-1)
			D	1240-1¼	555	(600-1¼)
			E	1240-1½	555	(600-1½)
CIR <sup>8</sup>	All Rwy		AB	1240-1	552	(600-1)
			C	1240-1½	552	(600-1½)
			D	1240-2	552	(600-2)
			E	1520-3	832	(900-3)

<sup>1</sup>Opr 1300-0500Z++. <sup>2</sup>When ALS inop, increase CAT ABCDE vis to ¾ mile. <sup>3</sup>VGSI and PAR glide path not coincident. <sup>4</sup>Visibility reduction by helicopters NA. <sup>5</sup>When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles. <sup>6</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles, CAT E vis to 1½ miles. <sup>7</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles. <sup>8</sup>Circling not authorized E of Rwy 21 and 33. Circling not authorized for CAT E to Rwy 8-26 and Rwy 15-33. Circling not authorized for CAT B, C, and D to Rwy 8.



## INSTRUMENT APPROACH PROCEDURE CHARTS

## IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

## Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

## NAME TAKE-OFF MINIMUMS

## AKRON, NY

## AKRON

TAKE-OFF MINIMUMS: **Rwys 7, 25**, 300-1.

## ALBANY, NY

## ALBANY INTL

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1 or std. with a min. climb of 400' per NM to 700. **Rwy 28**, 300-1 or std. with a min. climb of 485' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 110° to 2000 before turning north. **Rwy 19**, climb heading 191° to 1400 before proceeding on course. **Rwy 28**, climb heading 281° to 2000 before turning south.

NOTE: **Rwy 10**, multiple trees beginning 21' from departure end of runway, 53' left of centerline, up to 99' AGL/398' MSL. Multiple trees beginning 74' from departure end of runway, 188' right of centerline, up to 93' AGL/402' MSL. **Rwy 19**, multiple trees beginning 909' from departure end of runway, 638' left of centerline, up to 80' AGL/379' MSL. Multiple trees beginning 1125' from departure end of runway, 460' right of centerline, up to 44' AGL/343' MSL. **Rwy 28**, multiple trees, building, light on pole, and electrical equipment beginning 23' from departure end of runway, 93' right of centerline, up to 87' AGL/416' MSL. Multiple trees, lights on poles, building, and sign beginning 110' from departure end of runway, 7' left of centerline, up to 91' AGL/390' MSL.

## NAME TAKE-OFF MINIMUMS

## ALBION, NY

## PINE HILL

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1.

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1000 before proceeding on course.

## ANDOVER, NJ

## AEROFLEX-ANDOVER

TAKE-OFF MINIMUMS: **Rwy 3**, 500-2 or std. with a min. climb of 310' per NM to 900. **Rwy 21**, 600-2 or std. with a min. climb of 256' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1200 before proceeding on course.

**Rwy 21**, climb runway heading to 1400 before proceeding on course.

NOTE: **Rwy 3**, trees 4800' from departure end of runway, 1050' left of centerline, 100' AGL/803' MSL.

**Rwy 21**, trees 715' from departure end of runway, 164' right of centerline, 84' AGL/667' MSL.

## ATLANTIC CITY, NJ

## ATLANTIC CITY INTL

NOTE: **Rwy 4**, tree 2185' from departure end of runway, 491' left of centerline, 50' AGL/124' MSL. **Rwy 13**, tree 1654' from departure end of runway, 814' right of centerline, 64' AGL/110' MSL. **Rwy 22**, building 530' from departure end of runway, 555' right of centerline, 15' AGL/75' MSL.





## BATAVIA, NY

### GENESEE COUNTY AIRPORT

NOTE: **Rwy 28**, terrain 15' from departure end of runway, 72' left of centerline, 919' MSL. Terrain 19' from departure end of runway, 231' right of centerline, 916' MSL. Multiple trees beginning 608' from departure end of runway, 584' left of centerline, up to 100' AGL/1009' MSL. Tower 1789' from departure end of runway, 704' left of centerline, 100' AGL/1005' MSL.

## BELMAR-FARMINGDALE, NJ

### MONMOUTH EXECUTIVE

TAKE-OFF MINIMUMS: **Rwys 3, 21**, 300-1.

## BERLIN, NJ

### CAMDEN COUNTY

TAKE-OFF MINIMUMS: **Rwy 5**, 600-1½ or std. with a min. climb of 270' per NM to 600.

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb to 600 before turning on course.

## BINGHAMTON, NY

### GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

ORIG 08157 (FAA)

NOTE: **Rwy 10**, trees beginning 143' from departure end of runway, 259' left of centerline, up to 29' AGL/1579' MSL. **Rwy 16**, trees beginning 162' from departure end of runway, 325' left of centerline, up to 100' AGL/1669' MSL. **Rwy 28**, trees beginning 157' from departure end of runway, 406' left of centerline, up to 52' AGL/1602' MSL. **Rwy 34**, antenna 216' from departure end of runway, 223' right of centerline, 93' AGL/1643' MSL.

## BLAIRSTOWN, NJ

### BLAIRSTOWN

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1. **Rwy 25**, 400-2 or std. with a min. climb of 260' per NM to 800'.

DEPARTURE PROCEDURE: Eastbound Departure: **Rwy 7**, climb runway heading to 800' then continue climb to 3000 direct STW VOR/DME before departing as cleared. **Rwy 25**, climb runway heading to 800' then continue climbing left turn to 3000 via STW R-250 to STW VOR/DME before departing as cleared. Westbound Departure: **Rwy 7**, climb runway heading to 800' then continue climbing right turn to 3000 or above via heading 200°, to intercept STW R-243 to the FJC R-087 direct to FJC VORTAC before departing as cleared. **Rwy 25**, climb runway heading to 800, then continue climbing left turn to 3000 or above via heading 200°, to intercept STW R-243 to the FJC R-087 direct to FJC VORTAC before departing as cleared.

## BROCKPORT, NY

### LEDGEDALE AIRPORT (7G0)

ORIG 09015 (FAA)

NOTE: **Rwy 10**, trees beginning 882' from departure end of runway, 568' left of centerline up to 100' AGL/764' MSL. **Rwy 28**, tree beginning 1820' from departure end of runway, 769' right of centerline up to 100' AGL/764' MSL. Trees beginning 3049' from departure end of runway, 1253' left of centerline up to 100' AGL/759' MSL.

## BUFFALO, NY

### BUFFALO AIRFIELD (9G0)

AMDT 1 08325 (FAA)

NOTE: **Rwy 6**, trees beginning 2296' from departure end of runway, 68' left of centerline, up to 100' AGL/770' MSL. Tree 4038' from departure end of runway, 1425' right of centerline, 100' AGL/779' MSL. Trees beginning 3080' from departure end of runway, 219' right of centerline, up to 100' AGL/769' MSL. **Rwy 24**, trees beginning 91' from departure end of runway, 208' right of centerline, up to 100' AGL/780' MSL. Trees beginning 868' from departure end of runway, 112' left of centerline, up to 100' AGL/750' MSL.

## BUFFALO NIAGARA INTL

NOTE: **Rwy 5**, tree 648' from departure end of runway, 662' left of centerline, 65' AGL/751' MSL. Trees beginning 697' from departure end of runway, 385' right of centerline, up to 100' AGL/787' MSL. **Rwy 23**, trees, poles, building and pump beginning 6' from departure end of runway, 290' left of centerline, up to 40' AGL/721' MSL. Tree 3317' from departure end of runway, 916' right of centerline, 68' AGL/759' MSL. **Rwy 32**, multiple trees and a bush beginning 141' from departure end of runway, 66' left of centerline, up to 67' AGL/756' MSL. Multiple trees beginning 43' from departure end of runway, 90' right of centerline, up to 66' AGL/752' MSL.

## CALDWELL, NJ

### ESSEX COUNTY

TAKE-OFF MINIMUMS: **Rwys 4, 22, 28**, 300-1.

**Rwy 10**, 900-1.

DEPARTURE PROCEDURE: **Rwys 4, 22, 28**, climb runway heading to 600 before departing as cleared.

## CANANDAIGUA, NY

### CANANDAIGUA

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min. climb of 230' per NM to 1100.

## CORTLAND, NY

### CORTLAND COUNTY-CHASE FIELD

TAKE-OFF MINIMUMS: **Rwy 6**, 600-2 or std. with a min. climb of 220' per NM to 2000. **Rwy 24**, 400-2 or std. with a min. climb of 330' per NM to 1700.

DEPARTURE PROCEDURE: **Rwys 6, 24**, climb runway heading to 2600 before turning southbound.

## CROSS KEYS, NJ

### CROSS KEYS (17N)

AMDT 1 09351

NOTE: **Rwy 9**, trees beginning 81' from DER, 76' right of centerline, up to 100' AGL/289' MSL. Trees beginning 1914' from DER, 834' left of centerline, up to 100' AGL/279' MSL. Pole 4369' from DER, 643' left of centerline, 147' AGL/303' MSL. **Rwy 27**, trees beginning 50' from DER, 20' right of centerline, up to 100' AGL/259' MSL. Tree 2099' from DER, 893' left of centerline, 100 AGL/249' MSL.

**DANSVILLE, NY**

DANSVILLE MUNI (DSV)

AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, std. w/ min. climb of 482' per NM to 3000, or 2000-3 for climb in visual conditions. **Rwy 18**, std. w/ min. climb of 430' per NM to 2700, or 600-2½ w/ min. climb of 358' per NM to 2700, or 2000-3 for climb in visual conditions. **Rwy 32**, std. w/ min. climb of 399' per NM to 2400, or 700-2½ w/ min. climb of 321' per NM to 2400, or 2000-3 for climb in visual conditions. **Rwy 36**, std. w/ min. climb of 446' per NM to 2600, or 400-1¼ w/ min. climb of 375' per NM to 2600, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14**, climb heading 137° to 3000 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 18**, climb heading 178° to 2700 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 32**, climb heading 317° to 2400 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 36**, climb heading 358° to 2600 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course.

NOTE: **Rwy 14**, vehicle on roadway, at DER, 377' left of centerline, 15' AGL/675' MSL. Trees beginning 7725' from DER, 635' left of centerline, up to 50' AGL/1409' MSL. Vehicle on roadway, 174' from DER, 536' right of centerline, 15' AGL/675' MSL. Trees beginning 1.8 NM from DER, 94' right of centerline, 50' AGL/1349' MSL. **Rwy 18**, trees beginning 1.8 NM from DER, 908' left of centerline, up to 50' AGL/969' MSL. Trees beginning 4209' from DER, 109' right of centerline, up to 50' AGL/1209' MSL. **Rwy 32**, vehicle on roadway, 41' from DER, 470' left of centerline, 15' AGL/651' MSL. Trees beginning 8840' from DER, 1396' left of centerline, up to 50' AGL/1249' MSL. **Rwy 36**, trees beginning 5437' from DER, 574' right of centerline, up to 50' AGL/1269' MSL.

**DUNKIRK, NY**

CHAUTAUQUA COUNTY/ DUNKIRK

TAKE-OFF MINIMUMS: **Rwy 15**, 400-2 or std. with a min. climb of 230' per NM to 1200.

DEPARTURE PROCEDURE: **Rwys 6, 15**, climb runway heading to 1200, then climbing left turn direct DKK VORTAC before proceeding on course. **Rwys 24, 33**, climb runway heading to 1200, then climbing right turn direct DKK VORTAC before proceeding on course. Southbound aircraft cross DKK VORTAC at or above 2300.

**EAST HAMPTON, NY**

EAST HAMPTON

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1.

NOTE: **Rwy 4**, 40' AGL trees 200' from departure end of runway. **Rwy 22**, 42' AGL trees 120' from departure end of runway. **Rwy 16**, 48' AGL trees 130' right of departure end of runway.

**ELLENVILLE, NY**

JOSEPH Y RÉSNICK

TAKE-OFF MINIMUMS: **Rwy 4**, 1000-2. **Rwy 22**, 1600-2 or std. with a min. climb of 450' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 4**, climb runway heading to 5000 before proceeding on course.

**Rwy 22**, climb on heading 240° to 4000 before proceeding on course.

**ELMIRA, NY**

ELMIRA/CORNING RGNL

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA-ATC. **Rwy 6**, 600-2½ or std. with a min. climb of 325' per NM to 1700.

**Rwy 10**, std. with a min. climb of 449' per NM to 1600, or 2000-3 for climb in visual conditions. **Rwy 24**, std. with a min. climb of 423' per NM to 2400, or 2000-3 for climb in visual conditions. **Rwy 28**, std. with a min. climb of 636' per NM to 2100, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 062° to 2400 before proceeding on course. **Rwy 10**, climb heading 101° to 2500 before proceeding on course. For climb in visual conditions: cross Elmira/Corning Rgnl Airport at or above 2800' MSL before proceeding on course. **Rwy 24**, climb heading 242° to 2600 before proceeding on course. For climb in visual conditions: cross Elmira/Corning Rgnl Airport at or above 2800' MSL before proceeding on course. **Rwy 28**, climb heading 281° to 2400 before proceeding on course. For climb in visual conditions: cross Elmira/Corning Rgnl Airport at or above 2800' MSL before proceeding on course.

NOTE: **Rwy 6**, multiple trees beginning 984' from departure end of runway, 228' left of centerline, up to 34' AGL/1023' MSL. Multiple trees 2.1 NM from departure end of runway, 3938' left of centerline, up to 100' AGL/1499' MSL. Multiple trees beginning 809' from departure end of runway, 102' right of centerline, up to 39' AGL/1028' MSL. **Rwy 10**, poles and multiple trees beginning 551' from departure end of runway, 38' left of centerline, up to 49' AGL/998' MSL. Pole and multiple trees beginning 130' from departure end of runway, 125' right of centerline, up to 63' AGL/1012' MSL. **Rwy 24**, sign and multiple trees beginning 870' from departure end of runway, 528' left of centerline, up to 48' AGL/1006' MSL. **Rwy 28**, multiple trees beginning 1341' from departure end of runway, 289' left of centerline, up to 73' AGL/1012' MSL. Tower and multiple trees beginning 440' from departure end of runway, 472' right of centerline, up to 92' AGL/1031' MSL.

**ENDICOTT, NY**

TRI-CITIES

TAKE-OFF MINIMUMS: **Rwy 3**, 700-2. **Rwy 21**, 1100-2.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1700, then climbing left turn direct CFB VORTAC until passing 2500 before proceeding on course. **Rwy 21**, climb runway heading to 1900, then climbing right turn direct CFB VORTAC until passing 2700 before proceeding on course.

NOTE: **Rwy 3**, trees and terrain 646' above runway 1.5 NM from departure end of runway, 3000' left of centerline. **Rwy 21**, trees and terrain 735' above runway 1.4 NM from departure end of runway, 2625' left of centerline. Trees and terrain 1035' above runway 2.9 NM from departure end of runway, 5950' left of centerline.



**FARMINGDALE, NY**

REPUBLIC (FRG)

AMDT 5A 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. with a min. climb of 280' per NM to 300. **Rwy 14**, 300-1 or std. with a min. climb of 220' per NM to 300. **Rwy 32**, 300-2 or std. w/min. climb of 220' per NM to 400.

DEPARTURE PROCEDURE: **Rwys 1, 32**, climb runway heading to 800 before proceeding on course.

NOTE: **Rwy 19**, 102' sign at departure end of runway, 510' right of centerline. **Rwy 32**, tank 8214' from departure end of runway, 1120' left of centerline, 107' AGL/297' MSL.

**FISHERS ISLAND, NY**

ELIZABETH FIELD

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 or std. with a min. climb of 300' per NM to 300.

NOTE: **Rwy 7**, 15' AGL bunker 25' from departure end of runway, right of centerline.

**FULTON, NY**

OSWEGO COUNTY

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1 or std. with a min. climb gradient of 270' per NM to 900.

NOTE: **Rwy 6**, hill 1400' from departure end of runway, on centerline 50' AGL/549' MSL. **Rwy 15**, trees 1700' from departure end of runway, on centerline 85' AGL/560' MSL. **Rwy 24**, trees 1350' from departure end of runway, on centerline 60' AGL/517' MSL. **Rwy 33**, road 400' from departure end of runway, on centerline 15' AGL/462' MSL.

**GLENS FALLS, NY**

FLOYD BENNETT MEMORIAL

TAKE-OFF MINIMUMS: **Rwys 1, 12, 19, 30**, 300-1.

DEPARTURE PROCEDURE: **Rwys 1, 12, 30**, climbing right turn to 2000 direct GANSE LOM before proceeding on course. **Rwy 19**, Climb to 2000 direct GANSE LOM before proceeding on course.

**HAMILTON, NY**

HAMILTON MUNI (VGC)

AMDT 2 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 600-3 w/min. climb of 288' per NM to 2100 or 1300-2½ for climb in visual conditions. **Rwy 35**, 400-1 w/min. climb of 364' per NM to 2300 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 170° to 2100 or for climb in visual conditions, cross Hamilton Muni airport at or above 2300 before proceeding on course. **Rwy 35**, climb heading 350° to 2300 or for climb in visual conditions, cross Hamilton Muni airport at or above 2300 before proceeding on course.

NOTE: **Rwy 17**, multiple trees beginning 37' from departure end of runway, 163' right of centerline, up to 100' AGL/1219' MSL. Railroad 94' from departure end of runway, 217' left of centerline, 23' AGL/1162' MSL. Multiple trees beginning 815' from departure end of runway, 583' left of centerline, up to 100' AGL/1219' MSL. Multiple trees beginning 1861' from departure end of runway, 939' right of centerline, up to 100' AGL/1459' MSL. Multiple trees beginning 1.6 NM from departure end of runway, 3026' left of centerline, up to 100' AGL/1659' MSL. Multiple trees beginning 2.6 NM from departure end of runway, 1078' right of centerline, up to 100' AGL/1679' MSL. **Rwy 35**, railroad 27' from departure end of runway, 464' right of centerline, 23' AGL/1162' MSL. Multiple trees beginning 855' from departure end of runway, 604' right of centerline, up to 100' AGL/1279' MSL. Multiple trees beginning 2444' from departure end of runway, 356' left of centerline, up to 100' AGL/1219' MSL. Multiple trees beginning 4371' from departure end of runway, 1630' right of centerline, up to 100' AGL/1439' MSL.

**HAMMONTON, NJ**

HAMMONTON MUNI (N81)

ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 034° to 600 before turning left.

NOTE: **Rwy 21**, trees 1572' from departure end of runway, 526' left of centerline, 100' AGL/163' MSL. Trees 3201' from departure end of runway, 911' right of centerline, 100' AGL/166' MSL.

**HORNELL, NY**

HORNELL MUNI (4G6)

AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, std. w/min. climb of 425' per NM to 2200 or 1500-3 for climb in visual conditions. **Rwy 36**, NA-Obstacles.

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 165° to 2700 before proceeding on course or for climb in visual conditions cross Hornell Muni airport at or above 2600 MSL before proceeding on course.

NOTE: **Rwy 18**, trees 1260' from departure end of runway, 79' left of centerline, up to 96' AGL/1256' MSL.



**HUDSON, NY**

COLUMBIA COUNTY (1B1)

ORIG 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 025° to 1500 before turning. **Rwy 21**, climb heading 190° to 2100 before turning right.

NOTE: **Rwy 3**, vehicles beginning 393' from departure end of runway, 19' left of centerline, up to 17' AGL/226' MSL. Trees beginning 856' from departure end of runway, 587' right of centerline, up to 80' AGL/279' MSL. Trees beginning 3292' from departure end of runway, 574' left of centerline, up to 80' AGL/339' MSL. **Rwy 21**, fence 104' from departure end of runway, 372' left of centerline, up to 44' AGL/203' MSL. Trees beginning 400' from departure end of runway, 41' right of centerline, up to 80' AGL/280' MSL. Trees beginning 563' from departure end of runway, 61' left of centerline, 80' AGL/289' MSL.

**ISLIP, NY**

LONG ISLAND MACARTHUR

TAKE-OFF MINIMUMS: **Rwy 33R**, 300-1 or std. with a min. climb of 220' per NM to 400.

**ITHACA, NY**

ITHACA TOMPKINS RGNL (ITH)

AMDT 4 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, Std. w/ min. climb of 350' per NM to 2400 or 1500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14**, Climb heading 145° to 2400 before turning left or for climb in visual conditions cross Ithaca Tompkins RGNL airport at or above 2400 before proceeding on course. **Rwy 32**, Climb heading 325° to 1600 before proceeding on course.

NOTE: **Rwy 14**, Trees beginning 569' from departure end of runway, 527' right of centerline, up to 100' AGL/1599' MSL. Trees beginning 1831' from departure end of runway, 767' left of centerline, up to 100' AGL/1780' MSL. Transmission pole and towers beginning 1952' from departure end of runway, 330' right of centerline, up to 52' AGL/1151' MSL. Tower 2.46 NM from departure end of runway, 4420' left of centerline, up to 100' AGL/1620' MSL. **Rwy 32**, Trees beginning 338' from departure end of runway, 380' right of centerline, up to 100' AGL/1219' MSL. Trees beginning 1265' from departure end of runway, 462' left of centerline, up to 100' AGL/1179' MSL.

**JAMESTOWN, NY**

CHAUTAUQUA COUNTY/JAMESTOWN

NOTE: **Rwy 7**, multiple trees beginning 495' from departure end of runway, 525' left of centerline, up to 30' AGL/1749' MSL. **Rwy 13**, rising terrain beginning 200' from departure end of runway, left and right of centerline, up to 1740' MSL. Multiple trees beginning 228' from departure end of runway, 232' left of centerline, up to 47' AGL/1795' MSL. Vent on building 527' from departure end of runway, 628' right of centerline, 38' AGL/1768' MSL. Vehicles on road, 737' from departure end of runway, 329' right of centerline, 15' AGL/1756' MSL. Vent on building 1003' from departure end of runway, 426' right of centerline, 38' AGL/1768' MSL. Obstacle light on building 1232' from departure end of runway, 309' right of centerline, 38' AGL/1768' MSL. Multiple trees beginning 831' from departure end of runway, 77' right of centerline, up to 90' AGL/1799' MSL. **Rwy 25**, antenna on building 424' from departure end of runway, 262' left of centerline, 14' AGL/1733' MSL. Tree 731' from departure end of runway, 652' left of centerline, 72' AGL/1761' MSL. **Rwy 31**, vehicles on road 0' from departure end of runway, 403' right of centerline, 15' AGL/1734' MSL. Rising terrain beginning abeam departure end of runway, left and right of centerline, up to 1749' MSL. Multiple trees beginning 404' from departure end of runway, 127' right of centerline, up to 62' AGL/1801' MSL. Multiple trees beginning 577' from departure end of runway, 630' left of centerline, up to 44' AGL/1793' MSL. Tree 3695' from departure end of runway, 728' left of departure end of runway, 35' AGL/1834' MSL. Tree 6082' from departure end of runway, 846' left of centerline, 100' AGL/1879' MSL.

**JOHNSTOWN, NY**

FULTON COUNTY

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

NOTE: **Rwy 10**, 50' AGL trees 720' from departure end of runway, 65' left of centerline. **Rwy 28**, 60' AGL trees 700' from departure end of runway, 125' left of centerline.

**KINGSTON, NY**

KINGSTON-ULSTER

TAKE-OFF MINIMUMS: **Rwy 33**, 300-1.

DEPARTURE PROCEDURE: **Rwy 15**, climb to 3000 via PWL R-316 to TRESA INT before proceeding on course. **Rwy 33**, climbing right turn to 3000 on heading 170° and PWL R-316 to TRESA INT before proceeding on course.

**LAKE PLACID, NY**

LAKE PLACID

TAKE-OFF MINIMUMS: **Rwy 14**, NA-obstacles.

**Rwy 32**, std. with a min. climb of 420' per NM to 4000. DEPARTURE PROCEDURE: **Rwy 32**, climbing left turn to 5000 via heading 304° to intercept SLK R-180 to SLK VOR/DME before proceeding on course.

**LAKEWOOD, NJ**

LAKEWOOD

TAKE-OFF MINIMUMS: **Rwy 6, 24**, 400-2 or std. with a min. climb of 330' per NM to 600.



## LE ROY, NY

LE ROY (5G0)

ORIG 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, std. w/ min. climb of 302' per NM to 1400 or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 28**, for climb in visual conditions: Cross Le Roy airport at or above 1800 MSL before proceeding on course.

NOTE: **Rwy 10**, train on railroad tracks and trees beginning 37' from DER, 145' left of centerline, up to 100' AGL/859' MSL. Fence 326' from DER, on centerline, 11' AGL/781' MSL. Trees and vehicles beginning 365' from DER, 60' right of centerline, up to 100' AGL/879' MSL. **Rwy 28**, trees, vehicles, fence, AAO and terrain beginning 50' from DER, 96' left of centerline, up to 200' AGL/1109' MSL. Train on railroad tracks, trees, AAO and terrain beginning 36' from DER, 73' right of centerline, up to 200' AGL/1079' MSL.

## LINCOLN PARK, NJ

LINCOLN PARK

TAKE-OFF MINIMUMS: **Rwy 1**, 900-2. **Rwy 19**, 300-1.

DEPARTURE PROCEDURE: **Rwy 1**, climb visually over airport to 1000 before proceeding on course. **Rwy 19**, climb runway heading to 1000 before proceeding on course.

## LINDEN, NJ

LINDEN

TAKE-OFF MINIMUMS: **Rwy 27**, 300-1.

## LOCKPORT, NY

NORTH BUFFALO SUBURBAN

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

NOTE: **Rwy 10**, 46' AGL tree 353' from departure end of runway, 75' right of centerline. **Rwy 28**, 60' AGL tree 650' from departure end of runway, 350' right of centerline.

## LUMBERTON, NJ

FLYING W

TAKE-OFF MINIMUMS: **Rwys 1, 19**, 300-1.

## MALONE, NY

MALONE-DUFORT

TAKE-OFF MINIMUMS: **Rwy 14**, 300-1 or std. with a min. climb of 220' per NM to 1100. **Rwy 23**, 500-1 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwys 5, 14, 23, 32**, aircraft departing V-282 northbound and V-98 northeastbound climb via heading 050° to 2500 before proceeding on course. All other directions climb to 2000 via heading 300° before proceeding on course.

## MANVILLE, NJ

CENTRAL JERSEY RGNL

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 069° to 800 before turning left.

NOTE: **Rwy 7**, multiple trees and a building beginning 29' from departure end of runway, 1266' left of centerline, up to 92' AGL/132' MSL. Multiple trees and poles beginning 238' from departure end of runway, 74' right of centerline, up to 94' AGL/154' MSL. **Rwy 25**, multiple trees beginning 183' from departure end of runway, 33' right of centerline, up to 93' AGL/173' MSL. Multiple trees beginning 212' from departure end of runway, 181' left of centerline, up to 83' AGL/163' MSL.

## MASSENA, NY

MASSENA INTL-RICHARDS FIELD (MSS)

AMDT 8 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23**, 300-2½ or std. with a min. climb of 240' per NM to 800.

NOTE: **Rwy 5**, antenna on building 291' from DER, 267' right of centerline, 9' AGL/238' MSL. Obstruction light on localizer 347' from DER, on centerline, 7' AGL/241' MSL. Trees beginning 551' from DER, 514' left of centerline, up to 75' AGL/324' MSL. Trees beginning 825' from DER, 516' right of centerline, up to 56' AGL/292' MSL. **Rwy 9**, bushes and trees beginning 371' from DER, 142' left of centerline, up to 64' AGL/303' MSL. Trees beginning 784' from DER, 51' right of centerline, up to 73' AGL/312' MSL. **Rwy 23**, trees, buildings, and poles beginning 1002' from DER, 249' left of centerline, up to 76' AGL/257' MSL. Trees beginning 2233' from DER, 878' right of centerline, up to 60' AGL/277' MSL. Light on tower 2.1 NM from DER, 2453' right of centerline, 388' AGL/596' MSL. **Rwy 27**, trees beginning 341' from DER, 341' left of centerline, up to 81' AGL/292' MSL. Trees beginning 499' from DER, 289' right of centerline, up to 100' AGL/329' MSL.

## MC GUIRE AFB (KWRI)

WRIGHTSTOWN, NJ . . . . . ORIG, 09043

TAKE-OFF OBSTACLES: **Rwy 6**, Trees 1395' from DER, 853' right of centerline, 178' MSL. Trees 1863' from DER, 426' right of centerline, 155' MSL. Trees 1935' from DER, 885' right of centerline, 186' MSL. Trees 2405' from DER, 448' right of centerline, 168' MSL. Trees 2663' from DER, 1186' left of centerline, 169' MSL. Trees 2800' to 3400' from DER, 50' to 850' right of centerline, 179' MSL. Trees 3287' from DER, 341' left of centerline, 189' MSL. Trees 3400' to 3900' from DER, 700' to 1200' right of centerline, 188' MSL. **Rwy 24**, Trees 1980' from DER, 980' left of centerline, 199' MSL.

## MIDDLETOWN, NY

RANDALL

TAKE-OFF MINIMUMS: **Rwy 26**, 700-2 or std. with a min. climb of 260' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 26**, climb runway heading to 2400 before proceeding on course.

## MILLBROOK, NY

### SKY ACRES

TAKE-OFF MINIMUMS: **Rwy 17**, 900-1 or std. with a min. climb of 390' per NM to 1700. **Rwy 35**, 300-1 or std. with a min. climb of 250' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 1700, then climbing right turn to intercept IGN R-147, to IGN VOR/DME. Cross IGN VOR/DME at or above 3000. **Rwy 35**, climb runway heading to 1300, then climbing left turn to intercept IGN R-009 to IGN VOR/DME. Cross IGN VOR/DME at or above 3000.

## MILLVILLE, NJ

### MILLVILLE MUNI

NOTE: **Rwy 10**, multiple trees beginning 14' from departure end of runway, 498' right of centerline, up to 49' AGL/134' MSL. **Rwy 14**, multiple trees beginning 20' from departure end of runway, 167' left and 139' right of centerline, up to 72' AGL/154' MSL. **Rwy 28**, multiple trees beginning 28' from departure end of runway, 144' left and 167' right of centerline, up to 80' AGL/154' MSL. **Rwy 32**, multiple trees beginning 34' from departure end of runway, 341' left and 273' right of centerline, up to 71' AGL/152' MSL.

## MONTAUK, NY

### MONTAUK

DEPARTURE PROCEDURE: **Rwy 24**, climbing right turn to 3000 direct GON VOR/DME before proceeding on course.

NOTES: **Rwy 6**, 37' dune 200' from departure end of runway. **Rwy 24**, 35' power line 40' from departure end of runway.

## MONTGOMERY, NY

### ORANGE COUNTY

TAKE-OFF MINIMUMS: **Rwy 3**, 500-2 or std. with a min. climb of 440' per NM to 900. **Rwy 8**, 300-1 or std. with a min. climb of 230' per NM to 600. **Rwy 21**, 500-1 or std. with a min. climb of 210' per NM to 800. **Rwy 26**, 400-1 or std. with a min. climb of 270' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 2100 before proceeding on course.

**Rwys 8, 21, 26**, climb runway heading to 1000 before proceeding on course.

## MONTICELLO, NY

### SULLIVAN COUNTY INTL

DEPARTURE PROCEDURE: **Rwy 33**, climb straight ahead to 2500 before departing on course.

## MORRISTOWN, NJ

### MORRISTOWN MUNI

TAKE-OFF MINIMUMS: **Rwy 23**, 400-2 or std. with a min. climb of 365' per NM to 700. **Rwy 31**, 500-2 or std. with a min. climb of 390' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 13, 23, 31**, use MORRISTOWN DEPARTURE.

NOTE: **Rwy 5**, cross departure end of runway at or above 25' AGL/209' MSL. **Rwy 13, 73** AGL tree, 1100' from departure end of runway, 600' right of centerline. Cross departure end of runway at or above 35' AGL/217' MSL. **Rwy 23**, 60' AGL tree, 500' from departure end of runway, 400' right of centerline. Cross departure end of runway at or above 35' AGL/218' MSL. **Rwy 31**, 50' AGL trees, 1500' from departure end of runway, 700' right of centerline. Cross departure end of runway at or above 35' AGL/222' MSL.

## MOUNT HOLLY, NJ

### SOUTH JERSEY RGNL (VAY)

#### ORIG 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26**, 300-2½ or std. w/ min. climb of 205' per NM to 500. Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1300' prior to DER.

NOTE: **Rwy 8**, trees beginning 15' from DER, 32' right of centerline, up to 100' AGL/179' MSL. Trees beginning 631' from DER, 339' left of centerline, up to 100' AGL/159' MSL. **Rwy 26**, building 522' from DER, 604' right of centerline, 30' AGL/89' MSL. Building 540' from DER, 546' left of centerline, 30' AGL/89' MSL. Vehicle on road 650' from DER, on centerline, 17' AGL/67' MSL. Trees beginning 1599' from DER, 5' right of centerline, up to 100' AGL/179' MSL. Trees beginning 418' from DER, 408' left of centerline, up to 100' AGL/179' MSL. Tower 1.9 NM from DER, 1712' right of centerline, 179' AGL/348' MSL.





09351

## NEW YORK, NY

## JOHN F. KENNEDY INTL

TAKE-OFF MINIMUMS: **Rwy 13R**, 300-1½ or std. with a min. climb of 250' per NM to 300. **Rwy 31L**, standard with a min. climb of 210' per NM to 2000.

NOTE: **Rwy 4L**, taxiing aircraft 691' from departure end of runway, 390' left of centerline, 64' AGL/77' MSL. Tree 1824' from departure end of runway, 180' right of centerline, 63' AGL/79' MSL. Tree 1847' from departure end of runway, 88' left of centerline, 54' AGL/67' MSL. Multiple obstruction lights on fence beginning 249' from departure end of runway, 316' left of centerline, 10' AGL/22' MSL. **Rwy 4R**, multiple trees beginning 1294' from departure end of runway, 687' left of centerline, up to 63' AGL/76' MSL. Tree 524' from departure end of runway, 613' right of centerline, 20' AGL/33' MSL. **Rwy 13L**, electrical equipment 106' from departure end of runway, 416' left of centerline, 10' AGL/17' MSL. Obstruction light on glideslope antenna 1046' from departure end of runway, 141' left of centerline, 27' AGL/40' MSL. **Rwy 13R**, obstruction light on tank 1.12 NM from departure end of runway, 2116' right of centerline, 215' AGL/227' MSL. Obstruction light on fence 98' from departure end of runway, 6' right of centerline, 10' AGL/24' MSL. Tower 4690' from departure end of runway, 1386' right of centerline, 127' AGL/140' MSL. **Rwy 31L**, tree 2076' from departure end of runway, 436' left of centerline, 79' AGL/91' MSL. Bush 257' from departure end of runway, 530' left of centerline, 13' AGL/25' MSL. **Rwy 31R**, tree 752' from departure end of runway, 654' left of centerline, 39' AGL/52' MSL. Tree 561' from departure end of runway, 646' right of centerline, 30' AGL/43' MSL. Multiple light poles beginning 1442' from departure end of runway, 336' left of centerline, up to 44' AGL/67' MSL. Vehicle on road 281' from departure end of runway, 501' left of centerline, 15' AGL/26' MSL. Multiple obstruction lights on poles and fence beginning 365' from departure end of runway, 15' left of centerline, up to 17' AGL/31' MSL. Obstruction light on pole 625' from departure end of runway, 359' right of centerline, 28' AGL/31' MSL. Approach light 190' from departure end of runway, 8' right of centerline, 5' AGL/18' MSL. Fence 410' from departure end of runway, 352' right of centerline, 10' AGL/23' MSL.

## NEW YORK, NY (CON'T)

## LA GUARDIA (LGA)

## AMDT 8 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 400-2½ or std. with a min. climb of 230' per NM to 600. **Rwy 13**, 400-2½ or std. with a min. climb of 280' per NM to 500. **Rwy 22**, 300-2½ or std. w/ min. climb of 210' per NM to 400. **Rwy 31**, 300-1½ or std. with a min. climb of 260' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 044° to 800 before proceeding westbound. **Rwy 13**, climb heading 134° to 700 before proceeding westbound. **Rwy 22**, climb heading 224° to 2100 before proceeding westbound. **Rwy 31**, climb heading 314° to 1400 before proceeding westbound.

NOTE: **Rwy 4**, bridge 2.1 NM from departure end of runway, 3754' right of centerline, 345' AGL/384' MSL. Bush and terrain beginning 99' from departure end of runway, 114' left of centerline, up to 16' AGL/33' MSL. **Rwy 13**, multiple buildings beginning 1.9 NM from departure end of runway, 741' right of centerline, up to 280' AGL/345' MSL. Multiple buildings, stacks, bush, and fence lights beginning 98' from departure end of runway, 168' left of centerline, up to 211' AGL/271' MSL. Localizer 392' from departure end of runway, on centerline, 10' AGL/19' MSL. **Rwy 22**, multiple trees, buildings, and blast fence beginning 109' from departure end of runway, 138' right of centerline, up to 222' AGL/302' MSL. Multiple trees and buildings beginning 165' from departure end of runway, 150' left of centerline, up to 72' AGL/102' MSL. **Rwy 31**, stack 1.3 NM from departure end of runway, left of centerline, 250' AGL/268' MSL.

9351





09351

**NEWARK, NJ**

NEWARK LIBERTY INTL (EWR)  
AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L**, std. w/ min climb of 383' per NM to 800. **Rwy 4R**, std. w/ min. climb of 373' per NM to 800. **Rwy 11**, std. w/ min. climb of 240' per NM to 2000. **Rwy 22R**, 300-1¾ or std. w/ min. climb of 203' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200' /NM climb gradient, takeoff must occur no later than 1200' prior to departure end of runway. **Rwy 29**, 400-2 or std. w/ min climb of 444' per NM to 500.

NOTE: **Rwy 4L**, tower, light, and multiple trees beginning 211' from departure end of runway, 198' left of centerline, up to 70' AGL/89' MSL. DME antenna and pole beginning 881' from departure end of runway, 418' right of centerline, up to 121' AGL/131' MSL. **Rwy 4R**, DME antenna, tree, and multiple towers beginning 530' from departure end of runway, 477' left of centerline, up to 61' AGL/82' MSL. Tower, sign, tree, multiple buildings and poles beginning 1134' from departure end of runway, 153' right of centerline, up to 121' AGL/131' MSL. **Rwy 11**, terrain, sign, tree, road, fence, building, and multiple poles beginning 82' from departure end of runway, 2' left of centerline, up to 49' AGL/68' MSL. Pole and multiple signs beginning 6' from departure end of runway, 158' right of centerline, up to 31' AGL/50' MSL. **Rwy 22L**, pole 8' from departure end of runway, 261' left of centerline, 7' AGL/16' MSL. **Rwy 22R**, light and multiple trees beginning 1829' from departure end of runway, 307' right of centerline, up to 55' AGL/69' MSL. Building 1.4 NM from departure end of runway, 1872' left of centerline, 200' AGL/227' MSL. **Rwy 29**, poles, trees, multiple signs and buildings beginning 209' from departure end of runway, 242' left of centerline, up to 110' AGL/120' MSL. Tree multiple signs and poles beginning 689' from departure end of runway, 66' right of centerline, up to 273' AGL/358' MSL. Building 6020' from departure end of runway, 1624' right of centerline, 273' AGL/357' MSL. Building 1.5 NM from departure end of runway, 2071' right of centerline, 202' AGL/328' MSL.

**NEWBURGH, NY**

STEWART INTL (SWF)  
AMDT 5 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. w/ min. climb of 255' per NM to 2000 or 1500-2½ for climb in visual conditions. **Rwy 27**, 300-1 or std. w/ min. of 366' per NM to 800. **Rwy 34**, 300-1¼ or std. w/ min. climb of 503' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 092° to 2100 before turning south. **Rwy 16**, climb heading 163° to 2000 before proceeding on course or for climb in visual conditions cross Stewart Intl airport at or above 1800 before proceeding on course. **Rwy 27**, climb heading 272° to 2000 before turning south.

NOTE: **Rwy 9**, trees beginning 730' from departure end of runway, 23' left of centerline, up to 66' AGL/566' MSL. Bush 172' from departure end of runway, 193' left of centerline, up to 43' AGL/483' MSL. **Rwy 16**, trees 785' from departure end of runway, 461' left of centerline, up to 86' AGL/466' MSL. Trees beginning 1254' from departure end of runway, 563' right of centerline, up to 112' AGL/492' MSL. **Rwy 27**, trees beginning 685' from departure end of runway, 525' left of centerline, up to 23' AGL/543' MSL. Fence 430' from departure end of runway, 528' left of centerline, 19' AGL/529' MSL. Middle marker 701' from departure end of runway, on runway centerline, 5' AGL/515' MSL. **Rwy 34**, trees beginning 608' from departure end of runway, 21' left of centerline, up to 91' AGL/611' MSL. Terrain and trees beginning 77' from departure end of runway, 71' right of centerline, up to 92' AGL/612' MSL.

**NIAGARA FALLS, NY**

NIAGARA FALLS INTL

TAKE-OFF MINIMUMS: **Rwys 10L, 10R, 24**, 300-1 or std. with a min. climb of 300' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 060° to 1200 before proceeding on course. **Rwys 10L, 10R, 24** climb runway heading to 1700 before proceeding on course. **Rwys 28L, 28R**, climb heading 280° to 1200 before proceeding on course.

NOTE: **Rwy 6**, tree 1737' from departure end of runway, 308' left of centerline, 60' AGL/647' MSL. **Rwy 28L**, trees beginning 1668' from departure end of runway, 244' right of centerline, up to 74' AGL/654' MSL. Trees beginning 1337' from departure end of runway, 62' left of centerline, up to 63' AGL/646' MSL. Bush 625' from departure end of runway, 172' right of centerline, 26' AGL/611' MSL. **Rwy 28R**, trees beginning 866' from departure end of runway, 105' right of centerline, up to 100' AGL/690' MSL. Trees beginning 837' from departure end of runway, 321' left of centerline, up to 87' AGL/667' MSL.

**NORWICH, NY**

LT. WARREN EATON

TAKE-OFF MINIMUMS: **Rwys 1, 19**, 700-2 or std. with a min. climb of 400' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 2500 before proceeding on course.

9351







09351

**OGDENSBURG, NY**

OGDENSBURG INTL (OGS)

AMDT 1 09351 (FAA)

NOTE: **Rwy 9**, bushes beginning 72' from DER, 321' right of centerline, up to 18' AGL/317' MSL. Trees beginning 780' from DER, 254' right of centerline, up to 72' AGL/376' MSL. Trees beginning 1177' from DER, 59' left of centerline, up to 59' AGL/383' MSL. **Rwy 27**, sign 6' from DER, 394' left of centerline, 4' AGL/288' MSL. Terrain 55' from DER, 313' right of centerline, 288' MSL. Obstruction light pole 376' from DER, 370' left of centerline, 22' AGL/311' MSL. Hanger 504' from DER, 545' left of centerline, 28' AGL/317' MSL. Antenna on hanger 510' from DER, 489' left of centerline, 37' AGL/326' MSL. Obstruction light on airport beacon 584' from DER, 474' left of centerline, 40' AGL/329' MSL. Trees beginning 896' from DER, 251' left of centerline, up to 52' AGL/353' MSL. Trees beginning 997' from DER, 252' right of centerline, up to 52' AGL/371' MSL.

**OLD BRIDGE, NJ**

OLD BRIDGE (3N6)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 300-2½ or std. w/min. climb of 223' per NM to 400.

NOTE: **Rwy 6**, trees beginning 49' from DER, 4' left and right of centerline, up to 100' AGL/199' MSL. **Rwy 24**, trees beginning 47' from DER, 46' left and right of centerline, up to 100' AGL/299' MSL.

**OLEAN, NY**

CATTARAUGUS COUNTY-OLEAN

TAKE-OFF MINIMUMS: **Rwy 16**, 300-1 or std. with a min. climb of 340' per NM until passing 2500. **Rwy 34**, 300-1 or std. with a min. climb of 300' per NM until passing 2500.

**ONEONTA, NY**

ONEONTA MUNI

TAKE-OFF MINIMUMS: **Rwys 6,24**, 300-1.**PEDRICKTOWN, NJ**

SPITFIRE AERODROME

TAKE-OFF MINIMUMS: **Rwy 25**, NA-obstacles.**PENNYAN, NY**

PENN YAN

TAKE-OFF MINIMUMS: **Rwy 1**, 500-2 or std. with a min climb of 230' per NM to 1700. **Rwy 19**, 600-2 or std. with a min. climb of 230' per NM to 1700. **Rwy 28**, 600-2, or std. with a min climb of 320' per NM to 1700.

NOTE: **Rwy 10**, 40' AGL trees at departure end of runway, 96' right of centerline.

**PITTSTOWN, NJ**

ALEXANDRIA

TAKE-OFF MINIMUMS: **Rwy 8**, 400-1 or std. with 400' per NM to 900. **Rwy 13**, 300-1 or std. with 460' per NM to 700. **Rwy 31**, 600-1 or std. with 340' per NM to 1200.

SKY MANOR

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1.**PLATTSBURGH, NY**

PLATTSBURGH INTL

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 172° to 2500 before turning on course. **Rwy 35**, climb heading 352° to 2800 before turning on course.

NOTE: **Rwy 17**, tree 1844' from departure end of runway, 966' right of centerline, 87' AGL/237' MSL. Tree 2289' from departure end of runway, 937' left of centerline, 75' AGL/222' MSL. **Rwy 35**, numerous trees beginning 1602' from departure end of runway, 501' left of centerline, up to 63' AGL/293' MSL. Tree, 2270' from departure end of runway, 944' left of centerline, 104' AGL/334' MSL. Tree 2035' from departure end of runway, 1014' right of centerline, 107' AGL/307' MSL.

**POTSDAM, NY**

POTSDAM MUNI/DAMON FLD (PTD)

ORIG 09295 (FAA)

NOTE: **Rwy 6**, trees beginning 229' from DER, 122' right of centerline, up to 100' AGL/569' MSL. Trees beginning 926' from DER, 322' left of centerline, up to 100' AGL/579' MSL. **Rwy 24**, trees beginning 776' from DER, 370' right of centerline, up to 100' AGL/559' MSL. Building 549' from DER, 395' left of centerline, 40' AGL/509' MSL. Tree 846' from DER, 471' left of centerline, 100' AGL/559' MSL.

**POUGHKEEPSIE, NY**

DUTCHESS COUNTY

TAKE-OFF MINIMUMS: **Rwy 6**, 500-1.**Rwys 15,33**, 400-1.

DEPARTURE PROCEDURE: **Rwy 6**, climb direct IGN VOR/DME, then via IGN R-070 to 2000 before proceeding on course. **Rwy 15**, climb to 600 then climbing left turn to 1000 direct IGN VOR/DME before proceeding on course. **Rwy 24**, climb to 2000 via IGN R-250 before proceeding on course. **Rwy 33**, climb to 600 then climbing right turn to 1000 direct IGN VOR/DME before proceeding on course.

**PRINCETON (ROCKY HILL), NJ**

PRINCETON

TAKE-OFF MINIMUMS: **Rwy 10**, 300-2 or std. with a min. climb of 340' per NM to 600.

NOTE: **Rwy 10**, multiple terrain beginning 61' from departure end of runway, 7' left of centerline, 0' AGL/168' MSL. Tank 1462' from departure end of runway, 699' left of centerline, 130' AGL/270' MSL. Tower 1.5 NM from departure end of runway, 1013' left of centerline, 175' AGL/460' MSL. Road 400' from departure end of runway, on centerline, 17' AGL/184' MSL. **Rwy 28**, tree 565' from departure end of runway, 634' left of centerline, up to 100' AGL/219' MSL. Terrain 154' from departure end of runway, 253' left of centerline, 0' AGL/128' MSL. Terrain 390' from departure end of runway, 554' left of centerline, 0' AGL/132' MSL.

9351



**READINGTON, NJ**

SOLBERG-HUNTERDON (N51)

AMDT 1 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, std. w/min. climb of 405' per NM to 1400 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31**, for climb in visual conditions; cross Solberg-Hunterdon airport at or above 1300 before proceeding on course.

NOTE: **Rwy 4**, tree 907' from DER, 712' left of centerline, 100' AGL/279' MSL. Trees beginning 431' from DER, 82' right of centerline, up to 100' AGL/279' MSL. **Rwy 13**, tree 47' from DER, 453' left of centerline, 100' AGL/279' MSL. Tree 88' from DER, 178' right of centerline, 100' AGL/279' MSL. **Rwy 22**, tree 185' from DER, 350' left of centerline, 100' AGL/299' MSL. Trees beginning 103' from DER, 95' right of centerline, up to 100' AGL/299' MSL. **Rwy 31**, trees beginning 372' from DER, 40' left of centerline, up to 100' AGL/378' MSL. Tree 257' from DER, 441' right of centerline, 100' AGL/299' MSL.

**RED HOOK, NY**

SKY PARK

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1. **Rwy 19**, 400-2 or std. with a min. climb of 240' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 3000 before proceeding on course.

**ROBBINSVILLE, NJ**

TRENTON-ROBBINSVILLE

TAKE-OFF MINIMUMS: **Rwy 29**, 300-1 or std. with a min. climb of 280' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 29**, climb runway heading to 800 before turning right.

**ROCHESTER, NY**

GREATER ROCHESTER INTL (ROC)

AMDT 6 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1½ or std. w/min. climb of 206' per NM to 900. **Rwy 10**, std. w/min. climb of 230' per NM to 900 or 1000-2½ for climb in visual conditions. **Rwy 22**, 400-2½ or std. w/min. climb of 241' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 042° to 1200 before proceeding on course. **Rwy 10**, for climb in visual conditions: cross Greater Rochester Intl airport at or above 1400 MSL before proceeding on course.

NOTE: **Rwy 4**, tower 1806' from departure end of runway, 816' right of centerline, 60' AGL/611' MSL. Tree 2081' from departure end of runway, 531' left of centerline, 53' AGL/612' MSL. **Rwy 7**, multiple trees beginning 2732' from departure end of runway, 426' left of centerline, 78' AGL/622' MSL. Flag pole on dome 1.4 NM from departure end of runway, 1139' right of centerline, 213' AGL/757' MSL. **Rwy 10**, flag pole on dome 1.2 NM from departure end of runway, 1546' left of centerline, 213' AGL/757' MSL. Multiple trees 741' from departure end of runway, 355' left of centerline, 83' AGL/617' MSL. Fence 313' from departure end of runway, 407' left of centerline, 18' AGL/552' MSL. **Rwy 22**, obstruction light on tower 2.2 NM from departure end of runway, 3550' right of centerline, 412' AGL/935' MSL. Tree 3,026' from departure end of runway, 935' left of centerline, 102' AGL/621' MSL. Tree 1997' from departure end of runway, 832' right of centerline, 68' AGL/587' MSL. **Rwy 25**, tower and multiple poles beginning 1523' from departure end of runway, 330' left of centerline, 85' AGL/617' MSL. **Rwy 28**, railroad 627' from departure end of runway, 539' right of centerline, 23' AGL/574' MSL. Multiple trees beginning 1188' from departure end of runway, 112' right of centerline, 88' AGL/632' MSL. Multiple trees and towers beginning 1540' from departure end of runway, 148' left of centerline, 87' AGL/626' MSL.

**ROME, NY**

GRIFFISS INTL (RME)

ORIG 08185 (FAA)

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 146° to 1000 before turning left. **Rwy 33**, climb heading 326° to 1400 before turning right.

NOTE: **Rwy 15**, trees beginning 2306' from departure end of runway, 405' left of centerline, up to 92' AGL/590' MSL.

**SARANAC LAKE, NY**

ADIRONDACK RGNL

TAKE-OFF MINIMUMS: **Rwy 5**, 800-1 or std. with a min. climb of 230' per NM to 2500. **Rwy 9**, 600-2. **Rwy 23**, 600-1 or std. with a min. climb of 240' per NM to 2300.

DEPARTURE PROCEDURE: **Rwys 5, 9**, climb to 2500 via SLK R-080, then climbing left turn direct SLK VOR so as to cross SLK VOR at 3000 or above before proceeding on course. **Rwy 23**, climbing right turn to 4000 via heading 250° before proceeding on course.

**Rwy 27**, climb runway heading to 2300 before proceeding on course.



**SARATOGA SPRINGS, NY**

SARATOGA COUNTY (5B2)

AMDT 3A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 400-2¼ or std. w/ min climb of 250' per NM to 1000.DEPARTURE PROCEDURE: **Rwy 5**, climb heading 025° to 1300 before proceeding on course. **Rwy 14**, climb heading 143° to 1000 before proceeding on course. **Rwy 23**, climb heading 233° to 1000 before proceeding on course. **Rwy 32**, climbing left turn to 2200 heading 230° before proceeding on course.NOTE: **Rwy 5**, trees beginning 799' from DER, 50' left of centerline up to 84' AGL/503' MSL. Trees beginning 849' from DER, 33' right of centerline, up to 87' AGL/507' MSL. **Rwy 14**, trees beginning 427' from DER, 161' right of centerline up to 100' AGL/529' MSL. Trees beginning 516' from DER, 550' left of centerline up to 100' AGL/529' MSL. **Rwy 23**, trees beginning 196' from DER, 13' right of centerline up to 110' AGL/544' MSL. Trees beginning 843' from DER, 34' left of centerline up to 96' AGL/530' MSL. **Rwy 32**, trees beginning 8497' from DER, 579' right of centerline up to 100' AGL/809' MSL.**SCHENECTADY, NY**

SCHENECTADY COUNTY

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1 or std. with a min. climb of 220' per NM to 600. **Rwy 28**, 1200-2 or std. with a min. climb of 240' per NM to 2000.NOTE: **Rwy 4**, 459' trees 80' from departure end of runway, 470' left of centerline.**SENECA FALLS, NY**

FINGER LAKES RGNL (0G7)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-2 or std. w/ min. climb of 275' per NM to 1000.NOTE: **Rwy 1**, trees, vehicle on road and tower beginning 401' from DER, 407' right of centerline, up to 306' AGL/756' MSL. Trees and pole beginning 571' from DER, 332' left of centerline, up to 73' AGL/528' MSL. **Rwy 19**, trees and building beginning 238' from DER, 294' right of centerline, up to 68' AGL/557' MSL. Building, trees, poles, bushes and vehicle on road beginning 189' from DER, 270' left of centerline, up to 57' AGL/556' MSL.**SHIRLEY, NY**

BROOKHAVEN

TAKE-OFF MINIMUMS: **Rwys 6, 33**, NA-Noise abatement.NOTE: **Rwy 15**, trees beginning 173' from departure end of runway, 376' right of centerline, up to 60' AGL/124' MSL. Trees beginning 40' from departure end of runway, 281' left of centerline, up to 60' AGL/124' MSL. **Rwy 24**, trees beginning 199' from departure end of runway, 497' left of centerline, up to 60' AGL/148' MSL. Trees beginning 604' from departure end of runway, 597' right of centerline, up to 60' AGL/133' MSL.**SIDNEY, NY**

SIDNEY MUNI (N23)

AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, std. with a min. climb of 328' per NM to 2500 or 1600-3 for climb in visual conditions. **Rwy 25**, 700-1.DEPARTURE PROCEDURE: **Rwy 7**, climb heading 071° to 2500 before proceeding on course, for climb in visual conditions: Cross Sidney Muni airport at or above 2500 MSL before proceeding on course. **Rwy 25**, climb heading 251° to 2000 before proceeding on course.NOTE: **Rwy 7**, trees and vehicle on road beginning 379' from DER, 22' left of centerline, up to 200' AGL/2039' MSL. Trees and terrain beginning 1844' from DER, 17' right of centerline, up to 100' AGL/1779' MSL. **Rwy 25**, trees beginning 867' from DER, 45' left of centerline, up to 100' AGL/1679' MSL. Trees and vehicle on road beginning 57' from DER, 82' right of centerline, up to 100' AGL/1539' MSL.**SKANEATELES, NY**

SKANEATELES AERO DROME

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.**SOMERVILLE, NJ**

SOMERSET (SMQ)

AMDT 3 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 17, 26, 35**, NA-Environmental. **Rwy 12**, std. w/ min. climb of 400' per NM to 1000 or 700-3 w/ min. climb of 285' per NM to 1400, or 1100-2¼ for climb in visual conditions. **Rwy 30**, std. w/ min. climb of 500' per NM to 600 or 300-2 or min. climb of 205' per NM to 1600, or 1100-2¼ for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 12**, climb heading 122° to 1000 before proceeding on course or for climb in visual conditions cross Somerset Airport at or above 1100 before proceeding on course. **Rwy 30**, climb heading 302° to 1300 before proceeding on course or for climb in visual conditions cross Somerset Airport at or above 1100 before proceeding on course.NOTE: **Rwy 12**, trees beginning at departure end of runway, 345' left of centerline, up to 100' AGL/219' MSL. Trees beginning 600' from departure end of runway, left to right of centerline, up to 100' AGL/219' MSL. Trees beginning 3188' from departure end of runway, left to right of centerline, up to 100' AGL/279' MSL. **Rwy 30**, trees beginning at departure end of runway, 85' right of centerline, up to 100' AGL/199' MSL. Trees beginning at departure end of runway, 110' left of centerline, up to 99' AGL/199' MSL. Trees beginning 1451' from departure end of runway, left to right of centerline, up to 100' AGL/199' MSL. Trees beginning 2748' from departure end of runway, 1147' left of centerline, up to 100' AGL/259' MSL.

**SOUTH BETHLEHEM, NY**

SOUTH ALBANY (4B0)

ORIG 09099 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1½ or std. w/ min. climb of 290' per NM to 600. **Rwy 19**, std. w/ min. climb of 415' per NM to 2000 or 1700-1½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 008° to 2000 before proceeding on course. **Rwy 19**, climb via heading 188° to 2000 or for climb in visual conditions; cross South Albany airport at or above 1700 before proceeding on course. Do not exceed 180 knots until crossing South Albany airport on course.

NOTE: **Rwy 1**, vehicles on road beginning 315' from DER, left to right of centerline, up to 15' AGL/234' MSL. Vehicles on road 17' from DER, 467' left of centerline, 15' AGL/224' MSL. Trees 523' from DER, 425' right of centerline, up to 100' AGL/299' MSL. Stacks 1.3 NM from DER, 1522' right of centerline, 195' AGL/435' MSL. **Rwy 19**, trains beginning 23' from DER, left and right of centerline, 23' AGL/318' MSL.

**STORMVILLE, NY**

STORMVILLE

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1. **Rwy 6**, 1200-1.

DEPARTURE PROCEDURE: **Rwy 6**, climbing left turn direct IGN VOR/DME, cross IGN VOR/DME at or above 2000. **Rwy 24**, climbing right turn direct IGN VOR/DME, cross IGN VOR/DME at or above 2000.

**SUSSEX, NJ**

SUSSEX

TAKE-OFF MINIMUMS: **Rwy 3**, 700-1. **Rwy 21**, 500-1.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1200, then climbing right turn to 3000 direct SAX VORTAC, then climb on course. **Rwy 21**, climb runway heading to 1500, then climb on course.

**SYRACUSE, NY**

SYRACUSE HANCOCK INTL

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1500 before turning southbound.

**Rwy 15**, climb runway heading to 2800 before turning southbound. **Rwy 28**, climb runway heading to 1100 before turning southbound. **Rwy 33**, climb runway heading to 1000 before turning southbound.

**TETERBORO, NJ**

TETERBORO (TEB)

AMDT6 09267 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 400-2½ or std. w/ min. climb of 294' per NM to 500. **Rwy 6**, 300-1½ or std. w/ min. climb of 263' per NM to 400. **Rwy 19**, 600-2½ or std. w/ min. climb of 352' per NM to 700.

DEPARTURE PROCEDURE: **Rwys 1, 6**, climb heading 040° to 900 before proceeding on course. **Rwy 19**, climb heading 195° to 900 then climbing right turn via BWZ VORTAC R-104 to 2000 before proceeding on course. **Rwy 24**, climb heading 240° to 1100 before proceeding on course.

NOTE: **Rwy 1**, vents and trees beginning 195' from DER, 507' left of centerline, up to 73' AGL/82' MSL. Poles and trees beginning 903' from DER, 136' right of centerline, up to 44' AGL/53' MSL. Antenna 5900' from DER, 1519' left of centerline, 155' AGL/224' MSL. Building 1.8 NM from DER, 787' right of centerline, 249' AGL/314' MSL. **Rwy 6**, sign, poles, buildings, and trees beginning 235' from DER, 10' left of centerline, up to 106' AGL/115' MSL. Building, poles, and trees beginning 335' from DER, 101' right of centerline, up to 92' AGL/101' MSL. Stack 1.2 NM from DER, 654' right of centerline, 230' AGL/240' MSL. **Rwy 19**, vent on building and trees beginning 215' from DER, 1' left of centerline, up to 77' AGL/86' MSL. Blast fence, poles, and trees beginning 185' from DER, 117' right of centerline, up to 83' AGL/92' MSL. Tower 1.9 NM from DER, 1621' right of centerline, 500' AGL/510' MSL. **Rwy 24**, sign and trees beginning 3347' from DER, 535' right of centerline, up to 125' AGL/134' MSL.

**TICONDEROGA, NY**

TICONDEROGA MUNI

TAKE-OFF MINIMUMS: **Rwy 20**, 800-2 or std. with a min. climb of 330' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 2**, climb runway heading to 3800 before proceeding on course. **Rwy 20**, climbing left turn to 2400 via heading 165° before proceeding on course.

**TOMS RIVER, NJ**

ROBERT J. MILLER AIR PARK

NOTE: **Rwy 6**, trees beginning 116' from departure end of runway, 2' left of centerline, up to 52' AGL/121' MSL. Trees beginning 333' from departure end of runway, 163' right of centerline, up to 60' AGL/169' MSL. **Rwy 24**, tree 1338' from departure end of runway, 730' right of centerline, 31' AGL/120' MSL.

**TRENTON, NJ**

TRENTON MERCER

TAKE-OFF MINIMUMS: **Rwy 16**, 300-1.

DEPARTURE PROCEDURE: **Rwy 6**, climb runway heading to 750 before turning east. **Rwy 24**, climb runway heading to 400 before turning.





09351

**VINCENTOWN, NJ**

RED LION (N73)

AMDT 1 09071 (FAA)

NOTE: **Rwy 5**, trees 1095' from DER, 90' left of centerline, 100' AGL/149' MSL. Trees 1816' from DER, 864' right of centerline, 100' AGL/159' MSL. Trees 2242' from DER, 41' right of centerline, 100' AGL/159' MSL. **Rwy 23**, trees 24' from DER, 373' right of centerline, 100' AGL/150' MSL. Trees 178' from DER, 185' right of centerline, 100' AGL/159' MSL. Trees 85' from DER, 139' right of centerline, 100' AGL/150' MSL.

**VINELAND, NJ**

KROELINGER

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.**WATERTOWN, NY**

WATERTOWN INTL (ART)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1½ or std. w/ min. climb of 229' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 090° to 800 before turning right.

NOTE: **Rwy 7**, vehicle on road and trees beginning 538' from departure end of runway, 407' left of centerline, up to 61' AGL/380' MSL. Trees 1366' from departure end of runway, 32' left of centerline, 46' AGL/375' MSL. Trees beginning 785' from departure end of runway, 494' right of centerline, up to 57' AGL/386' MSL. Trees beginning 1787' from departure end of runway, 98' right of centerline, up to 70' AGL/399' MSL. **Rwy 10**, bushes and trees beginning 127' from departure end of runway, 124' right of centerline, up to 46' AGL/388' MSL. Trees 7050' from departure end of runway, 1750' right of centerline, 70' AGL/529' MSL. **Rwy 28**, trees beginning 784' from departure end of runway, 124' left of centerline, up to 61' AGL/360' MSL. Trees beginning 920' from departure end of runway, 220' right of centerline, up to 87' AGL/386' MSL.

**WEEDSPORT, NY**

WHITFORDS

TAKE-OFF MINIMUMS: **Rwys 1, 10, 19, 28**, 300-1.**WELLSVILLE, NY**

WELLSVILLE MUNI AIRPORT,

TARANTINE FIELD

DEPARTURE PROCEDURE: **Rwys 10, 28**, climb runway heading to 2500 before proceeding on course.

**WEST MILFORD, NJ**

GREENWOOD LAKE

TAKE-OFF MINIMUMS: **Rwy 24**, 400-2 or std. with a min. climb of 280' per NM to 1300.

DEPARTURE PROCEDURE: **Rwys 6, 24**, climb runway heading to 1400 before proceeding on course.

**WESTHAMPTON BEACH, NY**

FRANCIS S. GABRESKI

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1 or std. with a min. climb of 220' per NM to 300.

**WHEELER-SACK AAF (KGTB)**

FORT DRUM, NY . . . . . AMDT 5, 09239

**Rwy 15**, Standard with minimum climb of 250 ft/NM to 3100.

**Rwy 21**, Standard with minimum climb of 250 ft/NM to 3100.

DEPARTURE PROCEDURE: **Rwy 26**, Climb hdg 263° to 1400 before turning left.

TAKE-OFF OBSTACLES: **Rwy 3**: Trees 100' AGL/759' MSL, 2467' from DER, 896' left of centerline.

**Rwy 8**: Trees 62' AGL/747' MSL, 441' from DER, 524' right of centerline. Trees 62' AGL/747' MSL, 1887' from DER, 125' right of centerline. Fenceline 11' AGL/696' MSL, 314' from DER, 367' right of centerline. **Rwy 15**: Trees 60' AGL/747' MSL, 1402' from DER, 535' left of centerline. **Rwy 26**: Trees 42' AGL/717' MSL, 1293' from DER, 614' right of centerline. Trees 13' AGL/688' MSL, 186' from DER, 463' right of centerline. **Rwy 33**: Trees 47' AGL/710' MSL, 1224' from DER, 609' right of centerline.

**WHITE PLAINS, NY**

WESTCHESTER COUNTY (HPN)

AMDT 6 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 200-1½ or std. w/ min. climb of 230' per NM to 700, or alternatively, with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 11**, trees beginning 170' from departure end of runway, left and right of centerline, up to 96' AGL/526' MSL. Terrain 140' from departure end of runway, 248' left of centerline, 0' AGL/392' MSL.

**Rwy 16**, windsock and trees beginning 309' from departure end of runway, 187' left of centerline, up to 101' AGL/510' MSL. Trees beginning 1005' from departure end of runway, 90' right of centerline, up to 127' AGL/436' MSL. Poles 3433' from departure end of runway, 604' left of centerline, up to 105' AGL/510' MSL. Terrain 273' from departure end of runway, 515' left of centerline, 0' AGL/387' MSL.

**Rwy 34**, windsock 167' from departure end of runway, 282' right of centerline, 26' AGL/456' MSL. Trees 612' from departure end of runway, 560' left of centerline, up to 81' AGL/491' MSL. Trees beginning 2011' from departure end of runway, 751' right of centerline, up to 104' AGL/504' MSL. Obstruction light on DME 605' from departure end of runway, 263' right of centerline, 20' AGL/454' MSL. **Rwy 29**, trees beginning 6' from departure end of runway, 14' right of centerline, up to 103' AGL/593' MSL. Pole and trees beginning 425' from departure end of runway, 228' left of centerline, up to 108' AGL/488' MSL. Tank 1.19 NM from departure end of runway, 751' right of centerline, 86' AGL/599' MSL. Pole 212' from departure end of runway, 485' right of centerline, 23' AGL/417' MSL.

9351





09351

**WILDWOOD, NJ****CAPE MAY COUNTY**

TAKE-OFF MINIMUMS: **Rwy 10**, 300-2 or std. with a min. climb of 260' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 19**, climb heading 190° to 700 before turning left.

**NOTE: Rwy 1**, multiple trees beginning 212' from departure end of runway, 187' left of centerline, up to 72' AGL/86' MSL. Multiple trees beginning 169' from departure end of runway, 314' right of centerline, up to 42' AGL/59' MSL. Road 197' from departure end of runway 240' right of centerline, 15' AGL/30' MSL. Road 265' from departure end of runway, on runway centerline, 15' AGL/29' MSL. **Rwy 10**, multiple trees beginning 42' from departure end of runway, 262' left of centerline, up to 60' AGL/77' MSL. Multiple trees beginning 1004' from departure end of runway, 441' left of centerline, up to 77' AGL/94' MSL. Tower 1.52 NM from departure end of runway, 643' left of centerline, 309' AGL/84' MSL. **Rwy 19**, multiple trees beginning 669' from departure end of runway, 397' left of centerline, up to 73' AGL/90' MSL. Multiple trees beginning 1010' from departure end of runway, 46' right of centerline, up to 62' AGL/90' MSL. Fence 80' from departure end of runway, 507' right of centerline, 18' AGL/30' MSL. **Rwy 28**, multiple trees beginning 74' from departure end of runway, 460' left of centerline, up to 70' AGL/84' MSL. Multiple trees beginning 1235' from departure end of runway, 496' right of centerline, up to 74' AGL/88' MSL.

**WILLIAMSON/SODUS, NY****WILLIAMSON-SODUS (SDC)****AMDT 1 08213 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 10**, 300-2 or std. w/ min. climb of 427' per NM to 700.

**NOTE: Rwy 10**, trees beginning 26' from departure end of runway, 296' right of centerline, up to 76' AGL/ 625' MSL. Trees beginning 257' from departure end of runway, 310' left of centerline, up to 56' AGL/655' MSL. Vehicles on roadway, 339' from departure end of runway, 377' right of centerline, 15' AGL/451' MSL. Pole 360' from departure end of runway, 122' left of centerline, 29' AGL/448' MSL. Pole 362' from departure end of runway, 85' right of centerline, 31' AGL/450' MSL. Silo 409' from departure end of runway, 466' left of centerline, 40' AGL/459' MSL. Antenna 1.5 NM from departure end of runway, 662' left of centerline, 100' AGL/659' MSL. Antenna 1.6 NM from departure end of runway, 400' left of centerline, 106' AGL/715' MSL. **Rwy 28**, trees beginning abeam departure end of runway, 188' left of centerline, up to 110' AGL/549' MSL. Trees beginning 72' from departure end of runway, 266' right of centerline, up to 93' AGL/522' MSL. Building 204' from departure end of runway, 271' right of centerline, 12' AGL/441' MSL. Fence 312' from departure end of runway, 59' left of centerline, 6' AGL/ 435' MSL. Pole 338' from departure end of runway, 271' left of centerline, 32' AGL/461' MSL. Vehicles on roadway 357' from departure end of runway, 382' left of centerline, 15' AGL/460' MSL. Building 497' from departure end of runway, 339' left of centerline, 21' AGL/450' MSL.

**WOODBINE, NJ****WOODBINE MUNI (OBI)****AMDT 2 09239 (FAA)**

**NOTE: Rwy 1**, trees beginning 182' from DER, 284' left of centerline up to 100' AGL/134' MSL. Trees beginning 38' from DER, 290' right of centerline up to 100' AGL/144' MSL. Train 387' from DER, 596' left of centerline up to 23' AGL/57' MSL. **Rwy 13**, trees beginning 4' from DER, 277' left of centerline up to 100' AGL/134' MSL. Trees beginning 2395' from DER, 865' right of centerline up to 100' AGL/134' MSL. **Rwy 19**, trees beginning 4' from DER, 284' left of centerline up to 100' AGL/129' MSL. Trees beginning 178' from DER, 212' right of centerline up to 100' AGL/124' MSL. **Rwy 31**, trees beginning 261' from DER, 529' right of centerline up to 100' AGL/144' MSL. Trees beginning 107' from DER, 288' left of centerline up to 100' AGL/144' MSL. Railroad 900' from DER left to right 23' AGL/63' MSL.

**WURTSBORO, NY****WURTSBORO-SULLIVAN COUNTY**

TAKE-OFF MINIMUMS: **Rwys 5,9,14,18,27,32,36**, NA-obstacles. **Rwy 23**, std. with a min. climb of 388' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 23**, climb via heading 228° to 2100 before proceeding on course.

**NOTE: Rwy 23**, numerous trees 6594' from departure end of runway, 2150' right of centerline, 100' AGL/793' MSL to 100' AGL/957' MSL.

9351



APP CRS  
**071°**

Rwy Idg	<b>3268</b>
TDZE	<b>838</b>
Apt Elev	<b>840</b>

## RNAV (GPS) RWY 7

AKRON (9G3)



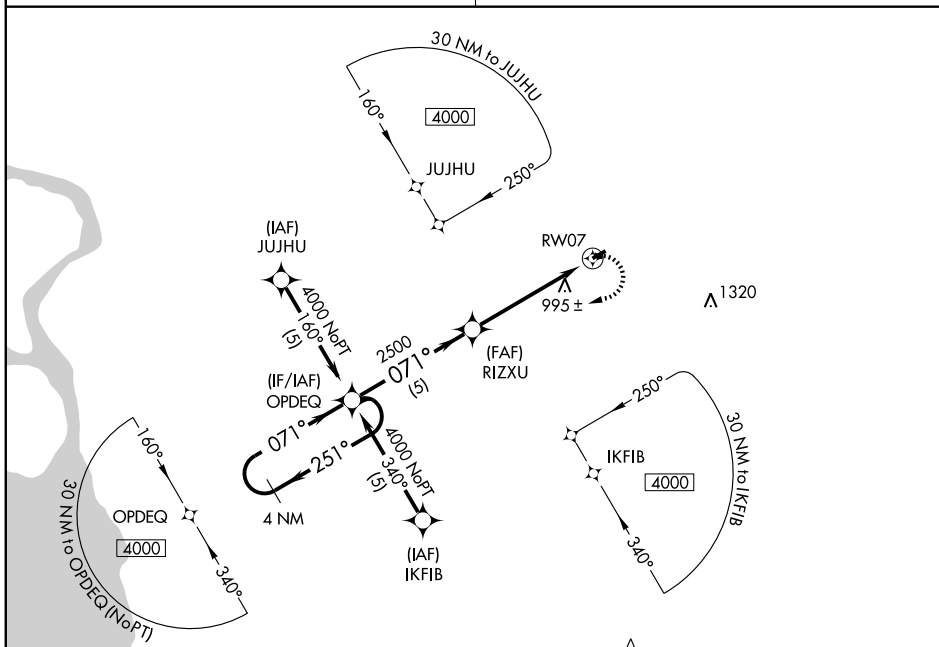
GPS or RNP-0.3 required.  
DME/DME RNP-0.3 NA.  
Use Buffalo altimeter setting.



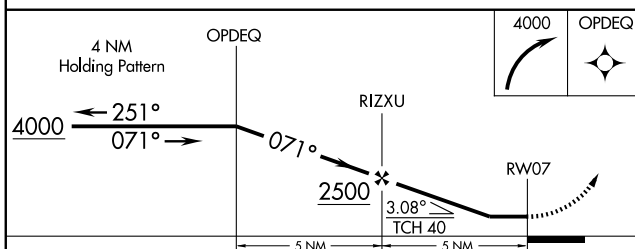
**MISSED APPROACH:** Climbing right turn to 4000 direct OPDEQ WP and hold.

BUFFALO APP CON  
126.15 263.125

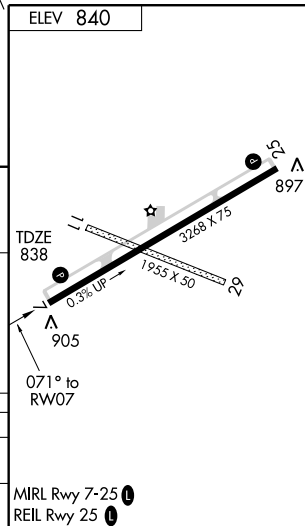
UNICOM  
122.725 (CTAF) **L**

2449  $\Delta$ 

ELEV 840



CATEGORY	A	B	C	D
INAV MDA	1260-1	422 (500-1)	1260-1½ 422 (500-1½)	NA
CIRCLING	1340-1	500 (500-1)	1340-1½ 500 (500-1½)	NA

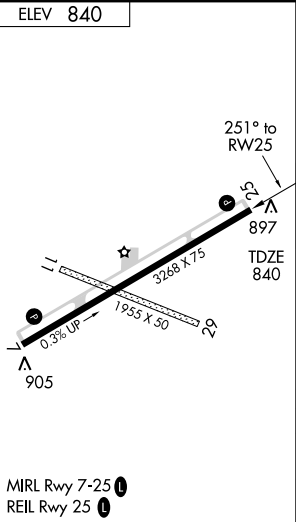
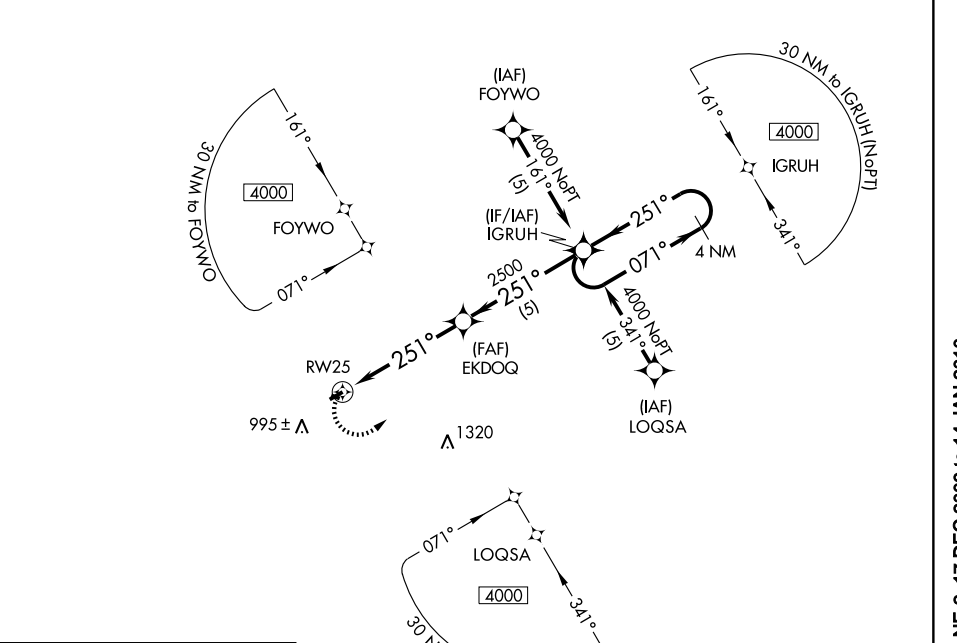


GPS or RNP-0.3 required.  
DME/DME RNP-0.3 NA.  
Use Buffalo altimeter setting.

MISSED APPROACH: Climbing left turn to 4000  
direct IGRUH WP and hold.

BUFFALO APP CON  
126.15 263.125

UNICOM  
122.725 (CTAF)



<div><div>2449</div><div>4000 IGRUH</div><div>EKDOQ</div><div>RW25</div><div>IGRUH 4 NM Holding Pattern</div><div>251° 071° 4000</div><div>2500</div><div>3.05° TCH 40</div><div>5 NM 5 NM</div></div>				
CATEGORY	A	B	C	D
LNAB MDA	1300-1	460 (500-1)	1300-1¼ 460 (500-1¼)	NA
CIRCLING	1340-1	500 (500-1)	1340-1½ 500 (500-1½)	NA

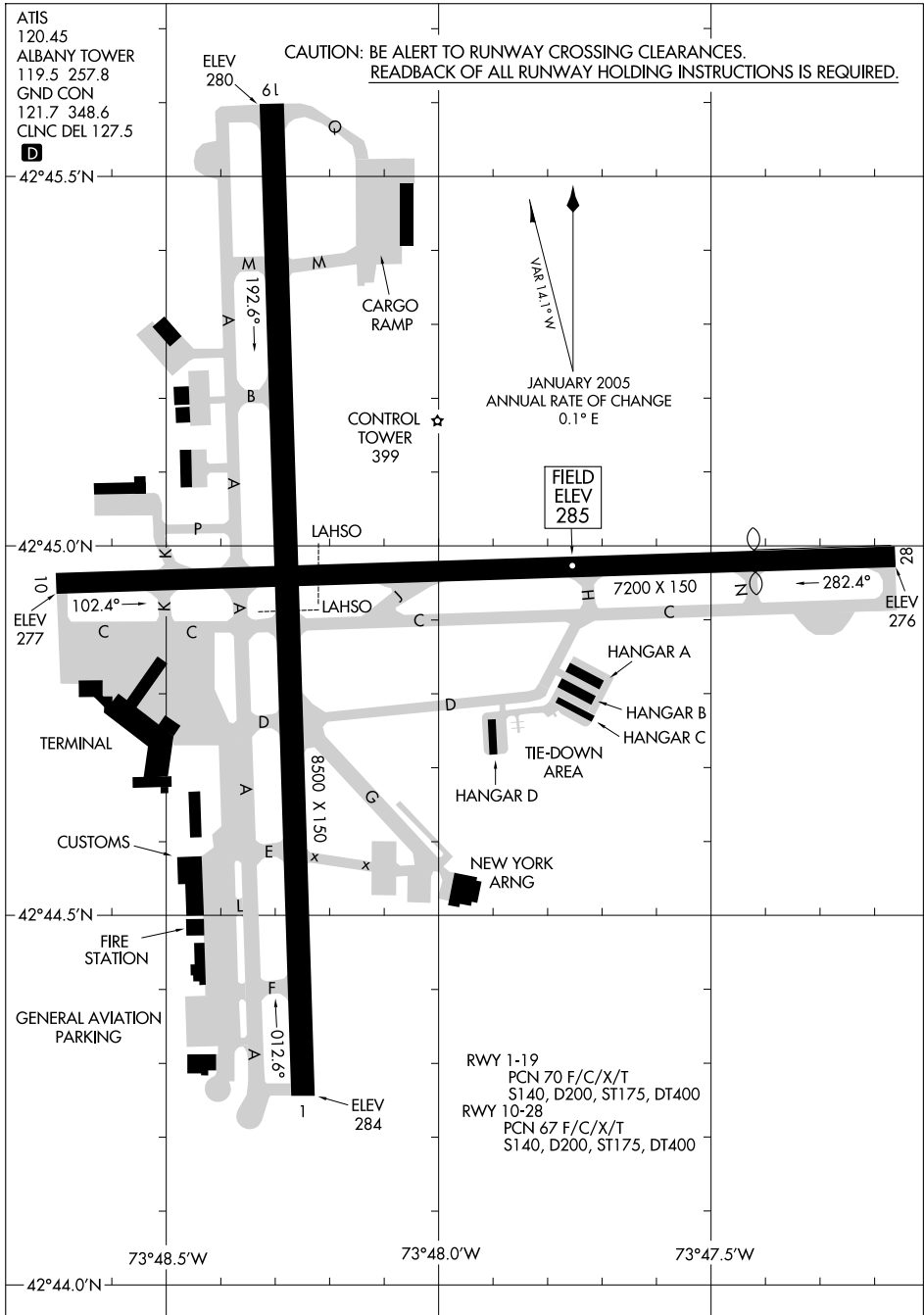
NE-2, 17 DEC 2009 to 14 JAN 2010



# AIRPORT DIAGRAM

AL-10 (FAA)

ALBANY INTL (ALB)  
ALBANY, NEW YORK




NE-2, 17 DEC 2009 to 14 JAN 2010


## ALBANY THREE DEPARTURE


SL-10 (FAA)


ALBANY INTL (ALB)  
ALBANY, NEW YORK


ATIS  
120.45  
CLNC DEL  
127.5  
GND CON  
121.7 348.6  
ALBANY TOWER  
119.5 257.8


PLATTSBURGH  
116.9 PLB   
Chan 116  
N44°41.10'-W73°31.36'  
L-32, H-11-12


BURLINGTON  
117.5 BTV   
Chan 122  
N44°23.83'-W73°10.95'  
L-32, H-11-12

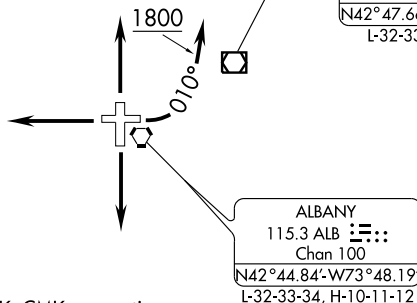
GLENS FALLS  
110.2 GFL   
Chan 39  
N43°20.50'-W73°36.71'  
L-32

CAMBRIDGE  
115.0 CAM   
Chan 97  
N42°59.66'-W73°20.64'  
L-32-34, H-11-12

UTICA  
111.2 UCA   
Chan 49  
N43°01.59'-W75°09.87'  
L-32, H-11-12

KEENE  
109.4 EEN   
Chan 31  
N42°47.66'-W72°17.51'  
L-32-33, H-11-12

GEORGETOWN  
117.8 GGT   
Chan 125  
N42°47.34'-W75°49.61'  
L-32



NOTE: Turbojets filed over SYR, SAX, JFK, CMK, requesting flight levels, expect a vector to the ALB R-343/25 DME. Expect on course leaving 14,000'.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed. Expect vectors to filed route or depicted fix. Expect clearance to requested altitude/flight level 10 minutes after departure.

TAKE-OFF RUNWAY 10: Left climbing turn to 1800' on heading 010° before proceeding on course or when directed by ATC climb to 1800' on heading 115° before proceeding on course.

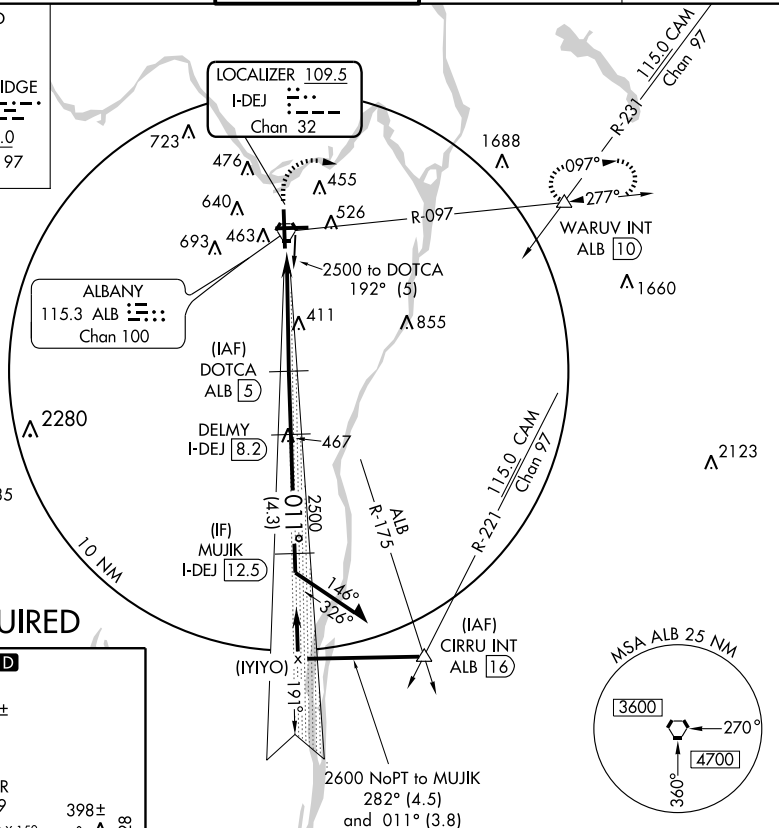
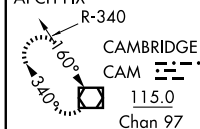
ALL OTHER RUNWAYS: Climb runway heading.

LOC/DME I-DEJ <b>109.5</b> Chan <b>32</b>	APP CRS <b>011°</b>	Rwy Idg TDZE Apt Elev	<b>8500</b> <b>285</b> <b>285</b>
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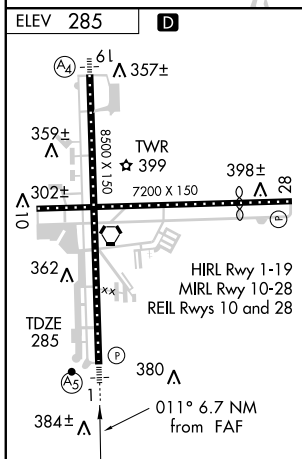
# COPTER ILS or LOC/DME RWY 1

ALBANY INTL (ALB)

<b>NA</b>	MALS R 	MISSED APPROACH: Climb to 800 then climbing right turn to 5000 via ALB VORTAC R-097 to WARUV Int/ALB 10 DME and hold, continue climb-in-hold to 5000.		
ATIS <b>120.45</b>	ALBANY APP CON <b>132.825 307.2</b>	ALBANY TOWER <b>119.5 257.8</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>127.50</b>

ALTERNATE MISSED  
APCH FIX

## DME REQUIRED



FAF to MAP 6.7 NM						CATEGORY	COPTER
Knots	45	60	75	90	105	H-ILS 1	485/12 200 (200-¼)
Min:Sec	8:56	6:42	5:22	4:28	3:50	H-LOC 1	760/12 475 (500-¼)

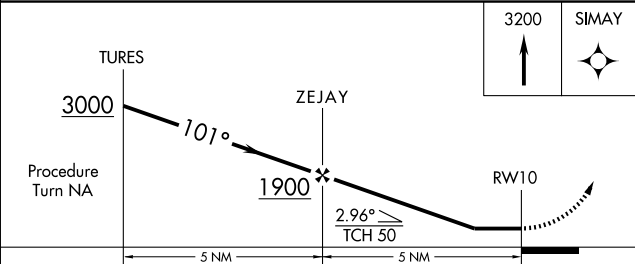
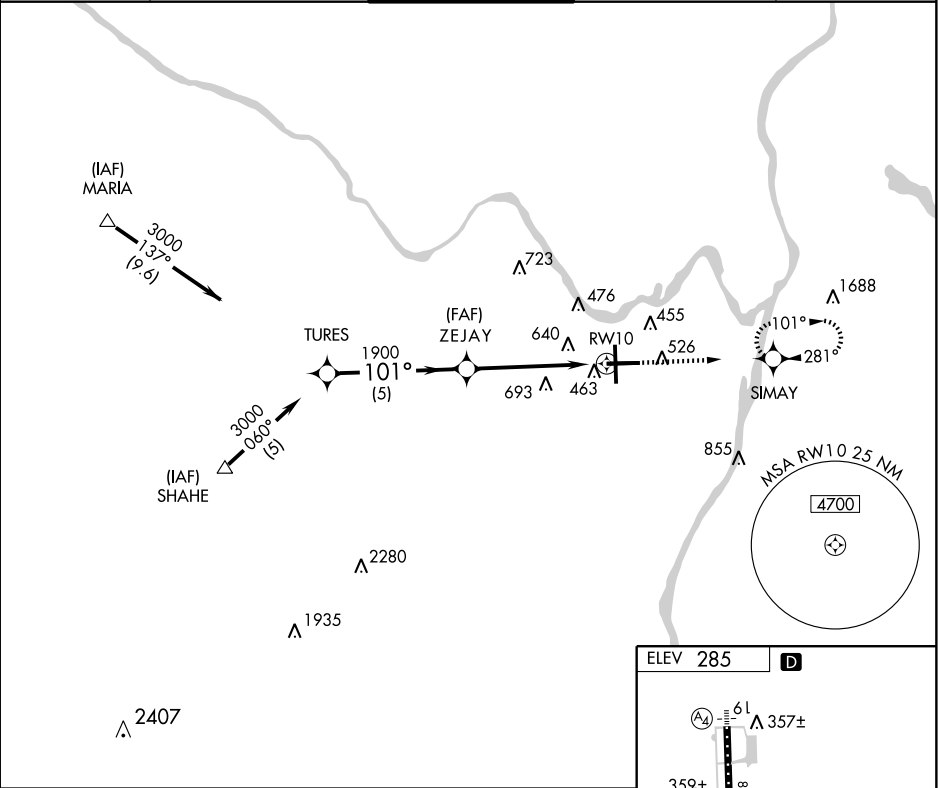
APP CRS	Rwy Idg	6780
101°	TDZE	280
	Apt Elev	285

NA

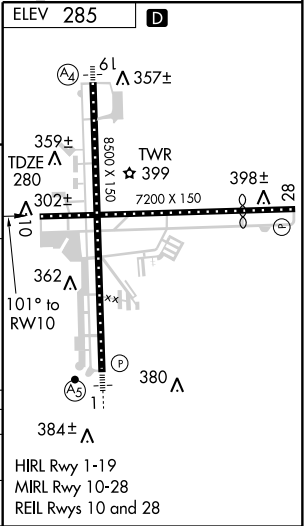
Circling NA West of Rwy 1-19.

MISSED APPROACH: Climb to 3200 direct SIMAY WP and hold.

ATIS 120.45	ALBANY APP CON 132.825 307.2	ALBANY TOWER 119.5 257.8	GND CON 121.7 348.6	CLNC DEL 127.50
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CATEGORY	A	B	C	D
S-10	920-1 640 (700-1)		920-1¾ 640 (700-1¾)	920-2 640 (700-2)
CIRCLING	920-1 635 (700-1)		920-1¾ 635 (700-1¾)	920-2 635 (700-2)



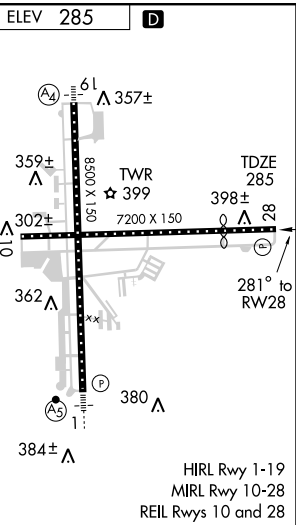
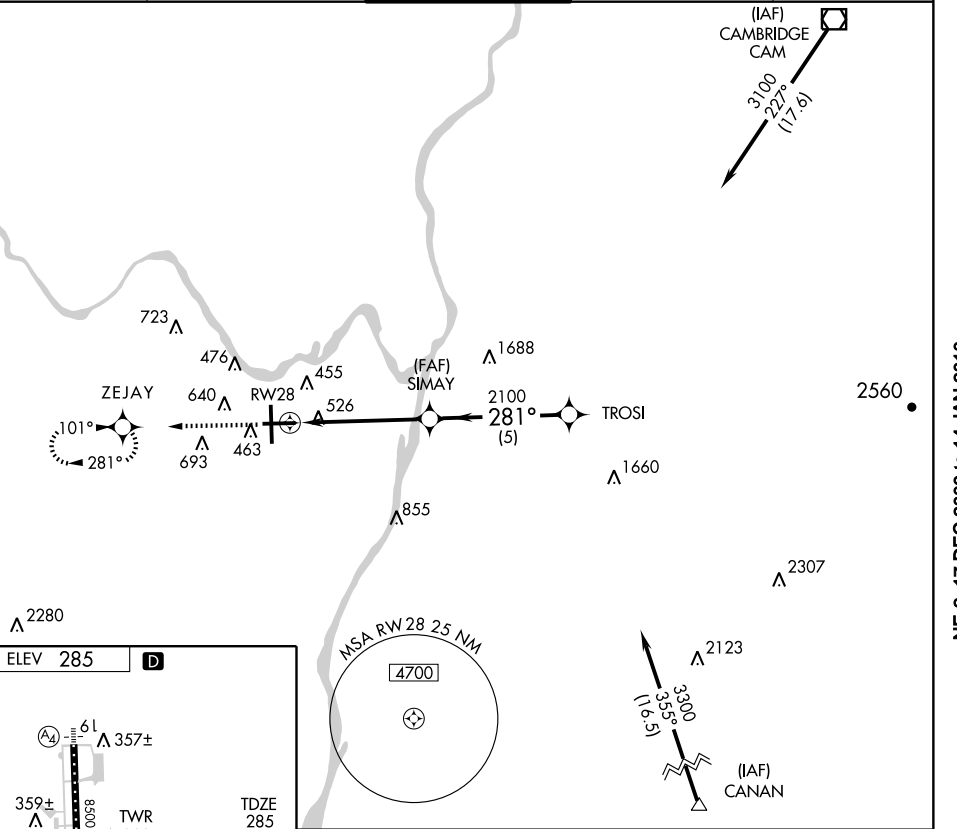
▼

▲ NA

Circling NA West of Rwy 1-19

MISSED APPROACH: Climb to 3100 direct ZEJAY WP and hold.

ATIS 120.45	ALBANY APP CON 132.825 307.2	ALBANY TOWER 119.5 257.8	GND CON 121.7 348.6	CLNC DEL 127.50
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VGSi and descent angles not coincident.				
CATEGORY	A	B	C	D
S-28	780-1	495 (500-1)	780-1¼ 495 (500-1¼)	780-1½ 495 (500-1½)
CIRCLING	840-1	555 (600-1)	840-1½ 555 (600-1½)	840-2 555 (600-2)

NE-2, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-DEJ

109.5

Chan 32

APP CRS

011°

Rwy Idg

8500

TDZE

285

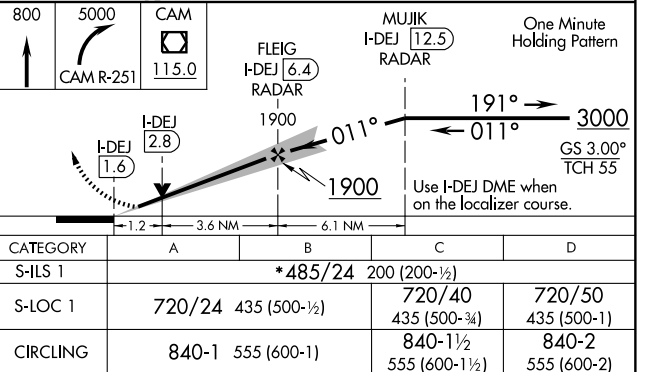
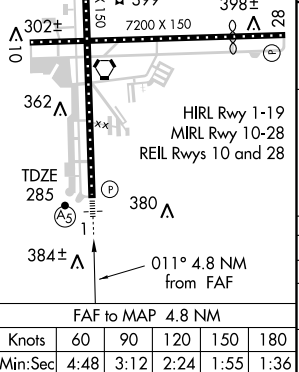
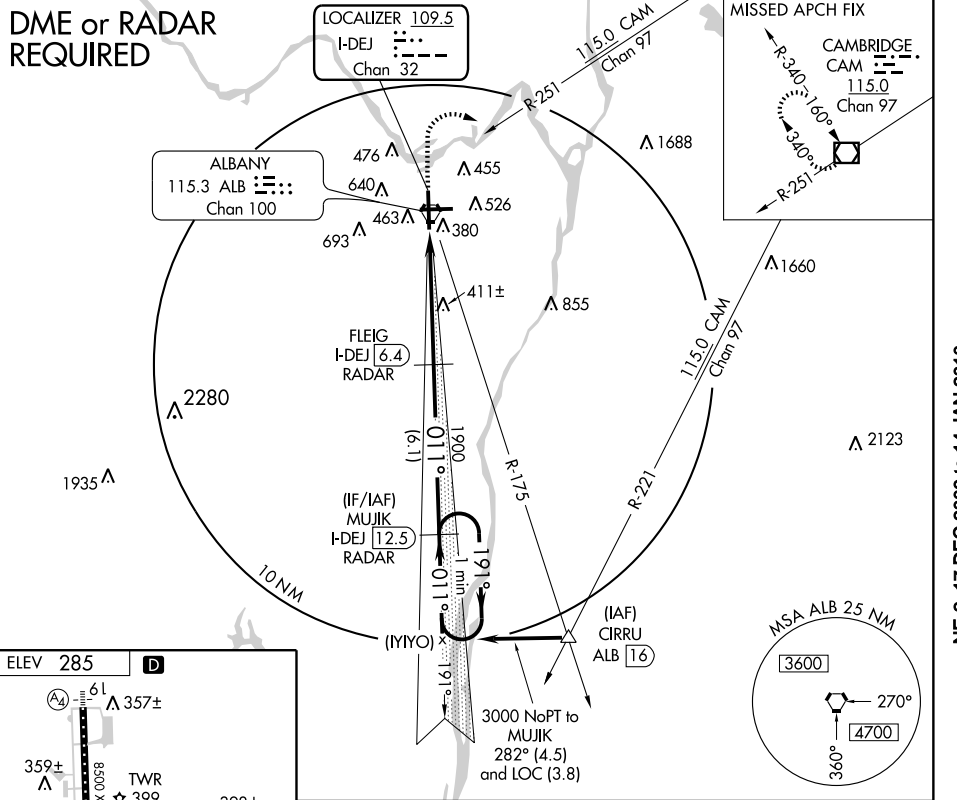
Apt Elev

285

MALS R

MISSED APPROACH: Climb to 800 then climbing right turn to 5000 via CAM VOR/DME R-251 to CAM VOR/DME and hold.

ATIS	ALBANY APP CON	ALBANY TOWER	GND CON	CLNC DEL
120.45	132.825 307.2	119.5 257.8	121.7 348.6	127.50



NE-2, 17 DEC 2009 to 14 JAN 2010



WAAS  
CH 97402  
W01A

APP CRS  
011°

Rwy Idg  
TDZE  
Apt Elev

8500  
285  
285

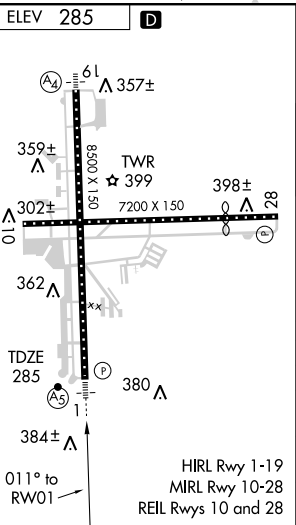
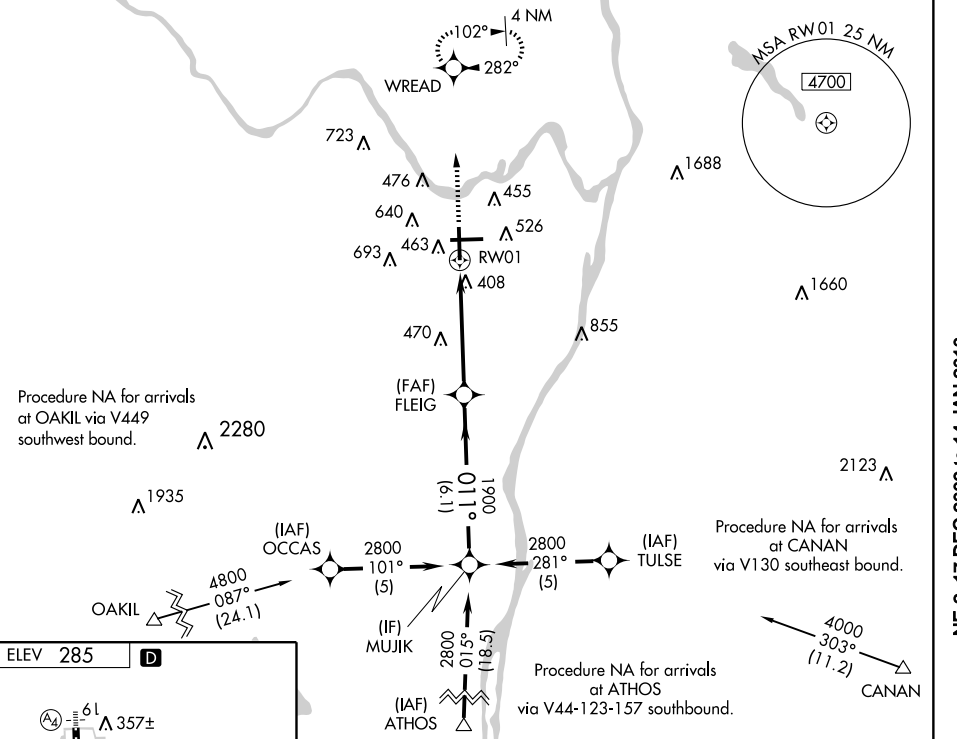
✈

Circling NA west of Rwy 1-19. For inoperative MALSR, increase LPV all Cats visibility to RVR 4000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). DME/DME RNP-0.3 NA.

MALSR  
AS

MISSED APPROACH: Climb to 3000 direct WREAD and hold, continue climb-in-hold to 3000.

ATIS 120.45	ALBANY APP CON 132.825 307.2	ALBANY TOWER 119.5 257.8	GND CON 121.7 348.6	CLNC DEL 127.50
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	3000	WREAD	MUJIK	
			FLEIG	
			2800	
			011°	
			1900	
			GS 3.00°	
			TCH 55	
			Procedure Turn NA	
CATEGORY	A	B	C	D
LPV DA	535/24		250 (300-½)	
LNAV/VNAV DA	818/60		533 (600-1¼)	
LNAV MDA	720/24	435 (500-½)	720/40 435 (500-¾)	720/50 435 (500-1)
CIRCLING	840-1¾		555 (600-1¾)	
			840-2 555 (600-2)	

NE-2.17 DEC 2009 to 14 JAN 2010



WAAS

CH 56302

W19A

APP CRS

191°

Rwy Idg

8500

TDZE

280

Apt Elev

285

⚠

Circling NA west of Rwy 1-19. Inoperative table does not apply to LNAV/VNAV all Cats, and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALS

MISSED APPROACH: Climb to 3000 direct FLEIG and hold, continue climb-in-hold to 3000.

ATIS	ALBANY APP CON	ALBANY TOWER	GND CON	CLNC DEL
120.45	132.825 307.2	119.5 257.8	121.7 348.6	127.50

CATEGORY	A	B	C	D
LPV DA	530/40		250 (300-¾)	
LNAV/VNAV DA	777-1¾		497 (500-1¾)	
LNAV MDA	760/40	480 (500-¾)	760/60 480 (500-1¼)	760-1½ 480 (500-1½)
CIRCLING	840-1	555 (600-1)	840-1½ 555 (600-1½)	840-2 555 (600-2)

NE-2, 17 DEC 2009 to 14 JAN 2010

VORTAC ALB	APP CRS	Rwy Idg	5998
115.3	275°	TDZE	285
Chan 100		Apt Elev	285

VOR RWY 28  
ALBANY INTL (ALB)

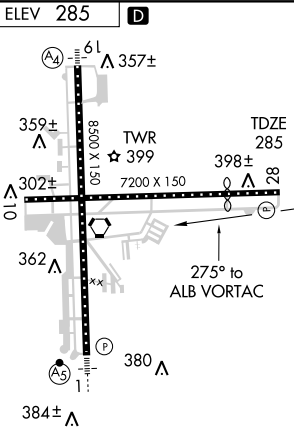
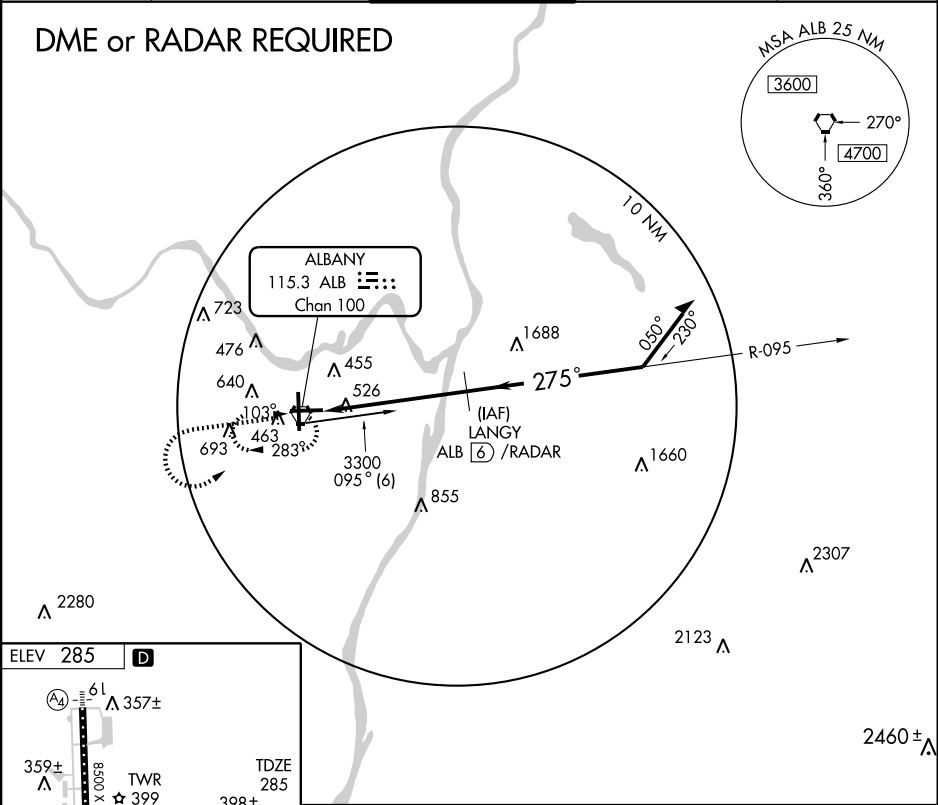


Circling NA West of Rwy 1-19.

MISSED APPROACH: Climb to 3000, then climbing left turn to 4000 direct ALB VORTAC and hold.

ATIS 120.45	ALBANY APP CON 132.825 307.2	ALBANY TOWER 119.5 257.8	GND CON 121.7 348.6	CLNC DEL 127.50
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DME or RADAR REQUIRED



3000	4000	ALB 115.3	LANGY ALB 6/RADAR	095°	275°	3300	Remain within 10 NM
VORTAC		3.42° TCH 63		2300		VGSI and descent angles not coincident.	
CATEGORY	A	B	C	D			
S-28	780-1	495 (500-1)	780-1¼ 495 (500-1¼)	780-1½ 495 (500-1½)			
CIRCLING	840-1	555 (600-1)	840-1½ 555 (600-1½)	840-2 555 (600-2)			

# AIRPORT DIAGRAM

AL-6495 (FAA)

ALBION/PINE HILL (9G6)  
ALBION, NEW YORK

CTAF/UNICOM  
123.0



JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.0°E

43°10.5'N

HANGAR

10  
ELEV  
653  
0.6% UP →  
101.8° →

2659 X 36

← 281.9°  
28

FIELD  
ELEV  
669

RWY 10-28  
S12

43°10.0'N

078°16.5'W

078°16.0'W

NE-2, 17 DEC 2009 to 14 JAN 2010



▼

When local altimeter setting not received, use Rochester altimeter setting and increase all DA 102 feet and all MDA 120 feet; increase S-LOC 28 Cats C/D and Girdling Cat D visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via heading 130° and I-GVQ east course to POCZI INT and hold.

AWOS-3 <b>127.525</b>	ROCHESTER APP CON <b>123.7 322.3</b>	CLNC DEL <b>121.8</b>	UNICOM <b>122.7</b> (CTAF) <b>1</b>
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1500	3000	I-GVQ E CRS	POCZI INT	TAVIA OM	2307	2400	282°	102°	3000	One Minute Holding Pattern
↑	↗ 130° HDG									
5500 X 100	282° 4.2 NM from FAF	AS	TDZE 911	990						
REIL Rwy 10 and 28	HIRL Rwy 10-28									
FAF to MAP 4.2 NM										
Knots	60	90	120	150	180					
Min:Sec	4:12	2:48	2:06	1:41	1:24					
CATEGORY	A	B	C	D						
S-ILS 28		1111-½	200 (200-½)							
S-LOC 28		1260-½	349 (400-½)							
CIRCLING	1380-1	467 (500-1)	1380-1½	467 (500-1½)	1260-¾	349 (400-¾)	1480-2	567 (600-2)		

NE-2, 17 DEC 2009 to 14 JAN 2010

WAAS CH <b>86311</b> <b>W28A</b>	APP CRS <b>282°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>911</b> <b>913</b>
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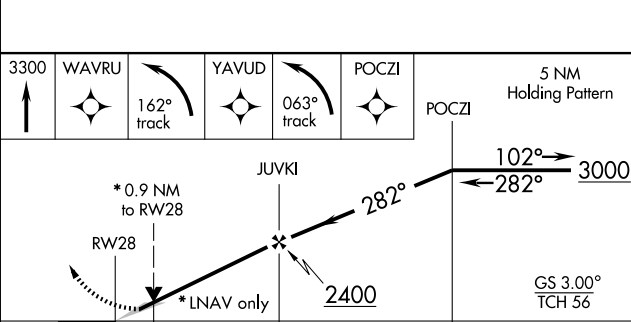
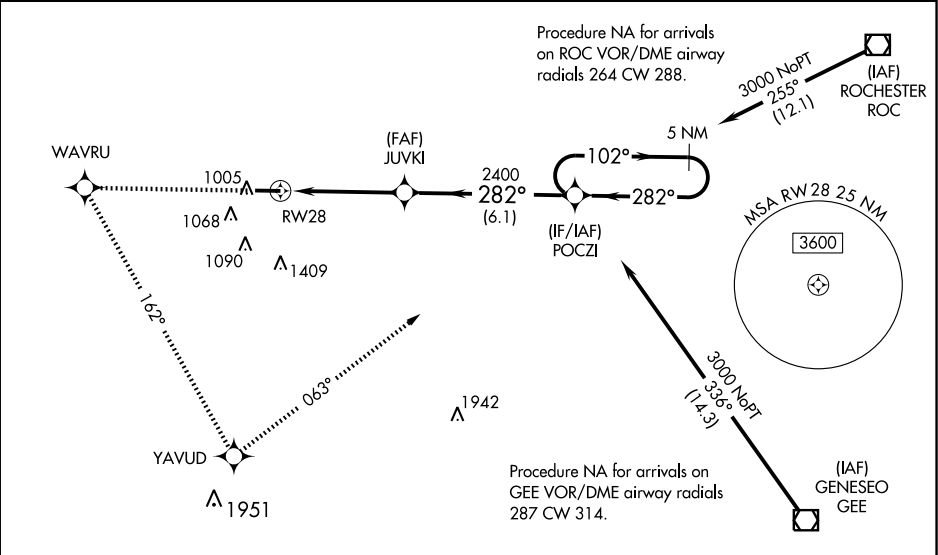
RNAV (GPS) RWY 28  
BATAVIA/GENESEE COUNTY (GVQ)

**⚠ NA** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rochester altimeter setting and increase all DA 102 feet and all MDA 120 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Rochester altimeter setting. For inoperative MALSR increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR, when using Rochester altimeter setting increase LPV visibility all Cats to 1¼ mile.

**MALSR**  


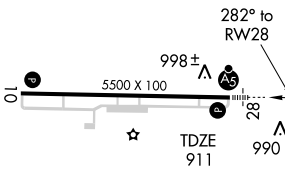
**MISSED APPROACH:** Climb to 3300 direct WAVRU and left turn via 162° track to YAVUD and left turn via 063° track to POCZI and hold.

AWOS-3 <b>127.525</b>	ROCHESTER APP CON <b>123.7 322.3</b>	CLNC DEL <b>121.8</b>	UNICOM <b>122.7 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA		1161-½	250 (300-½)	
LNAV/VNAV DA		1364-1	453 (500-1)	
LNAV MDA		1260-½	349 (400-½)	1260-1 349 (400-1)
CIRCLING	1380-1	467 (500-1)	1380-1½ 467 (500-1½)	1480-2 567 (600-2)

**ELEV 913**



REIL Rwy 10 and 28 0  
HIRL Rwy 10-28 0

VOR/DME GEE	APP CRS	Rwy Idg TDZE	N/A
108.2 Chan 19	311°	Apt Elev	913

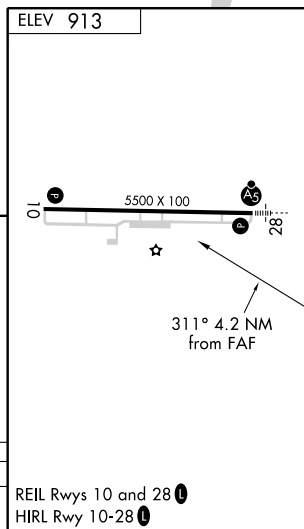
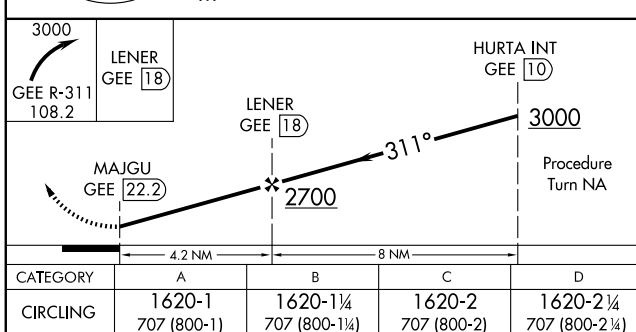
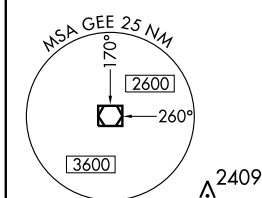
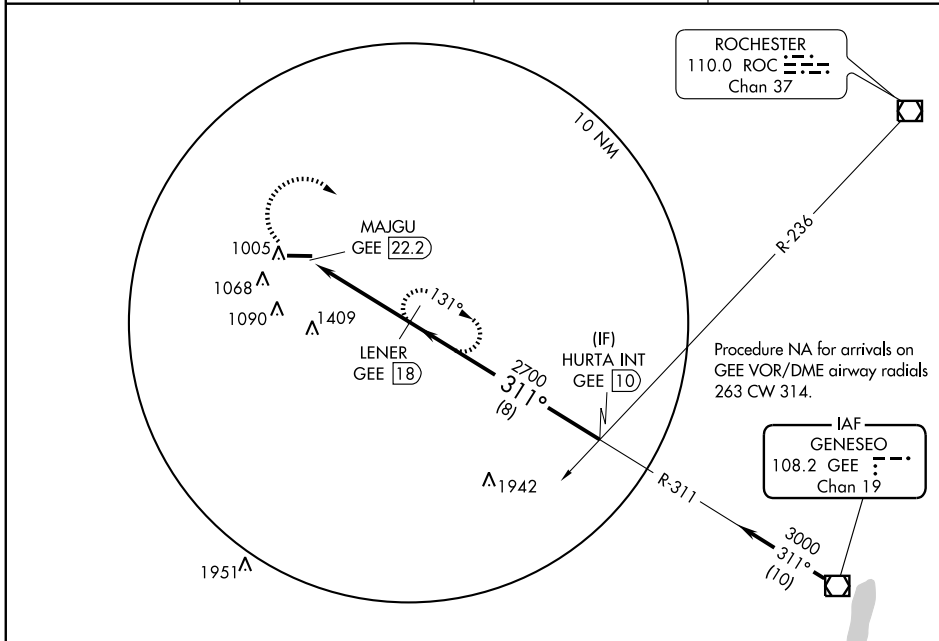
# VOR/DME-A

BATAVIA/GENESEE COUNTY (GVQ)

**▼** When local altimeter setting not received, use Rochester altimeter setting and increase all MDA 120 feet; increase Cat C and D visibility ½ mile.

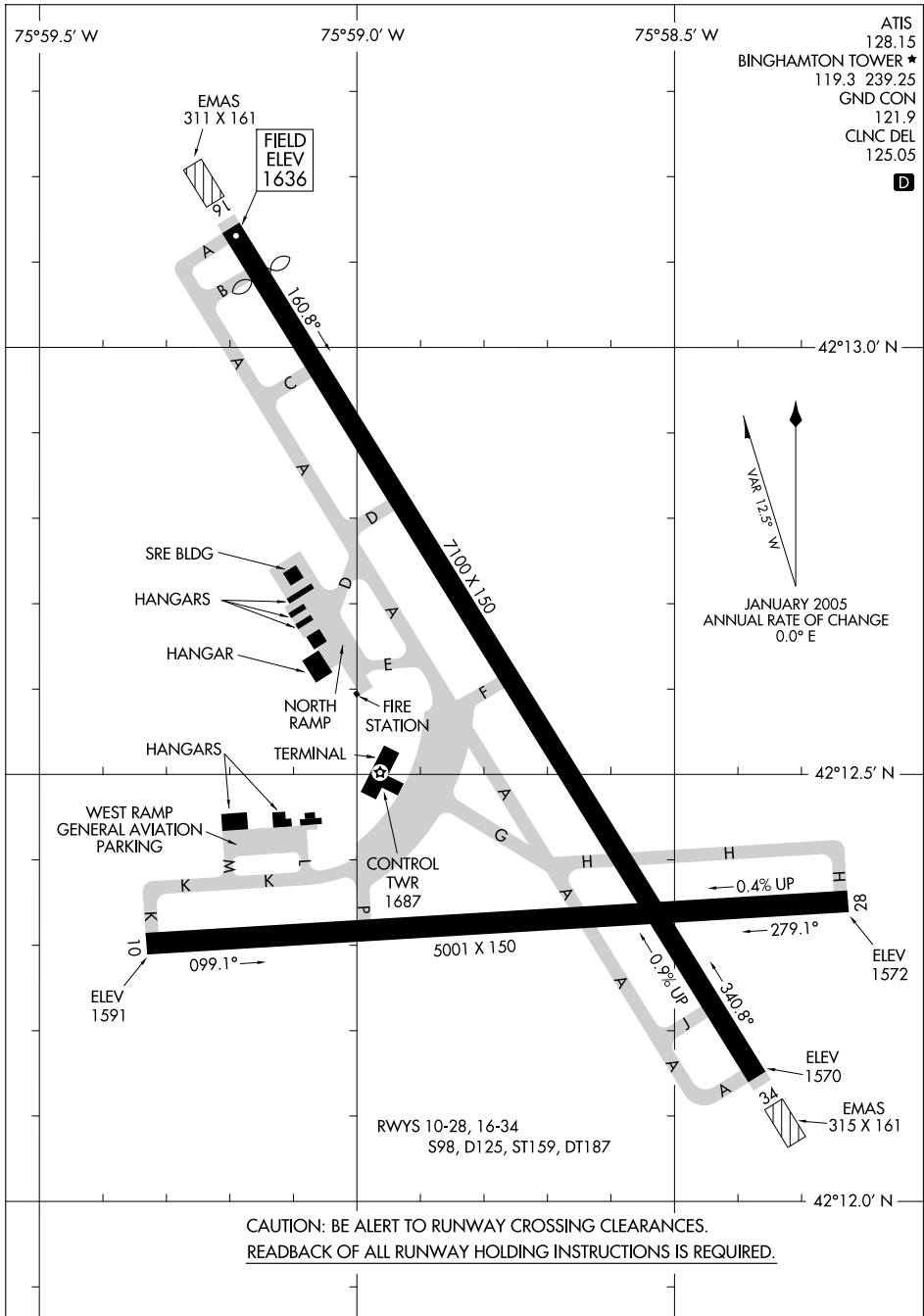
**MISSED APPROACH:** Climbing right turn to 3000 via GEE VOR/DME R-311 to LENER/18 DME and hold, continue to climb-in-hold to 3000.

AWOS-3 <b>127.525</b>	ROCHESTER APP CON <b>123.7 322.3</b>	CLNC DEL <b>121.8</b>	UNICOM <b>122.7 (CTAF) 0</b>
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# AIRPORT DIAGRAM

BINGHAMTON/ GREATER BINGHAMTON/ EDWIN A. LINK FIELD (BGM)  
AL-20 (FAA) BINGHAMTON, NEW YORK



NE-2, 17 DEC 2009 to 14 JAN 2010



▼

▲

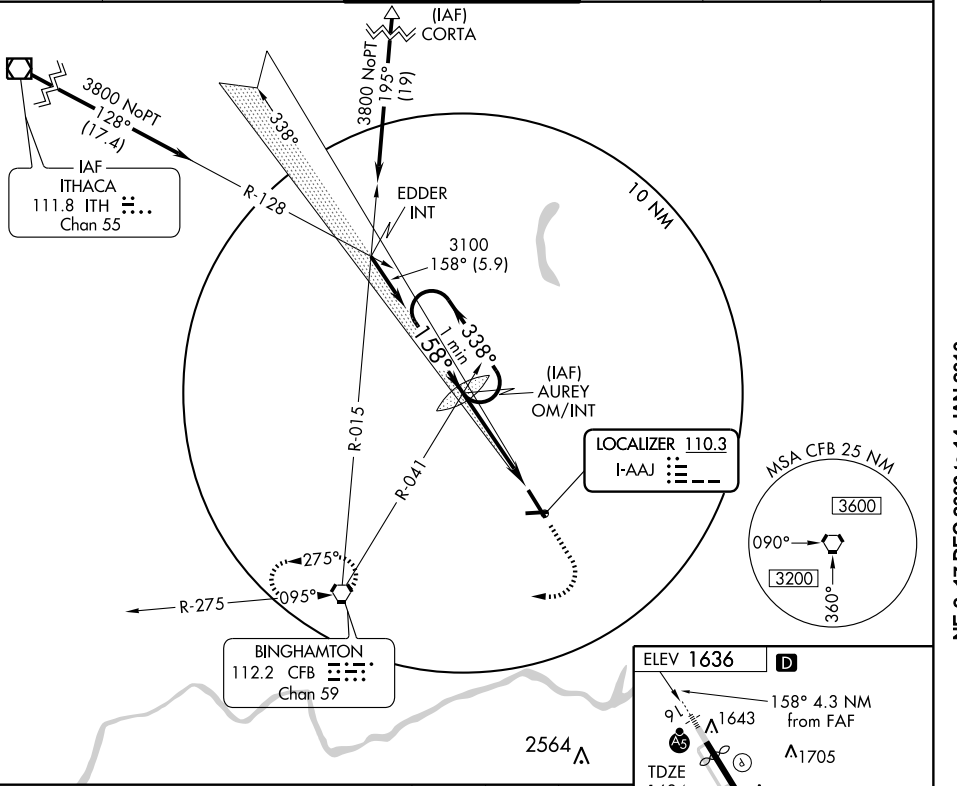
For inoperative MALSR, increase S-LOC 16 Cat. D visibility to 1 mile.

MALSR

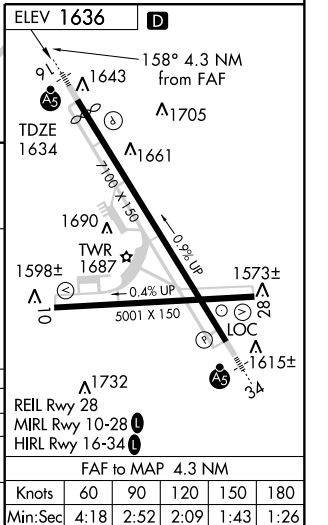
AS

MISSED APPROACH: Climb to 2000, then climbing right turn to 3700 direct CFB VORTAC and hold.

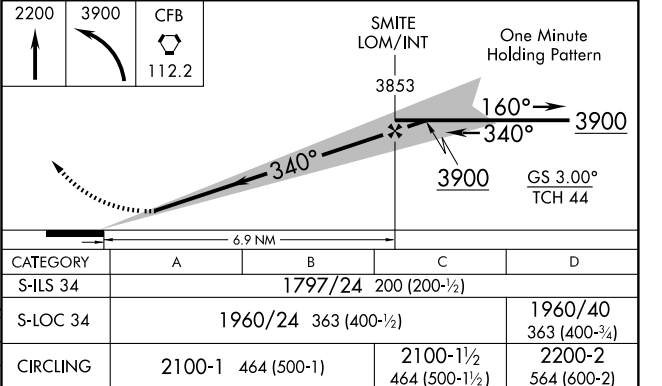
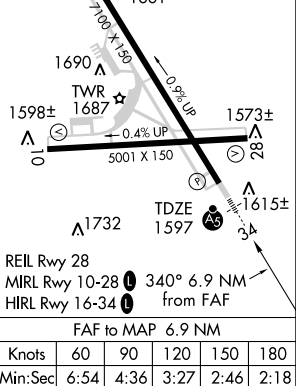
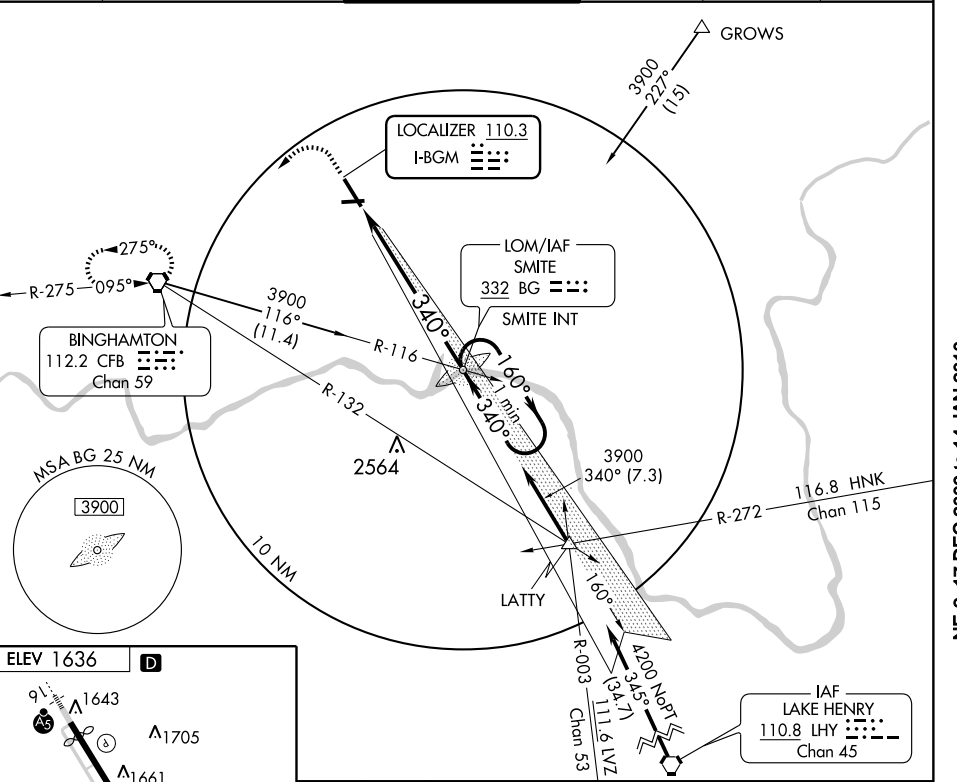
ATIS 128.15	BINGHAMTON APP CON ★ 118.6 257.625	BINGHAMTON TOWER ★ 119.3 (CTAF) 0 239.25	GND CON 121.9	CLNC DEL 125.05	UNICOM 122.95
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One Minute Holding Pattern		AUREY OM/INT		2000	3700	CFB
3100 ← 338°		3058		↑	↻	112.2
GS 3.00°		3100				
TCH 52						
		4.3 NM				
CATEGORY	A	B	C	D		
S-ILS 16	1884-½		250 (300-½)			
S-LOC 16	1920-½		286 (300-½)	1920-¾		
				286 (300-¾)		
CIRCLING	2100-1	464 (500-1)	2100-1½	2200-2		
			464 (500-1½)	564 (600-2)		



<div><div>▼</div><div>▲</div></div>		<div>MALSRL</div> <div><div>AS</div><div><div><div><div></div><div></div><div></div></div></div></div></div>	<div>MISSED APPROACH: Climb to 2200, then climbing left turn to 3900 direct CFB VORTAC and hold.</div>		
<div>ATIS</div> <div>128.15</div>	<div>BINGHAMTON APP CON ★</div> <div>118.6 257.625</div>	<div>BINGHAMTON TOWER ★</div> <div>119.3 (CTAF) 239.25</div>	<div>GND CON</div> <div>121.9</div>	<div>CLNC DEL</div> <div>125.05</div>	<div>UNICOM</div> <div>122.95</div>



NE-2, 17 DEC 2009 to 14 JAN 2010

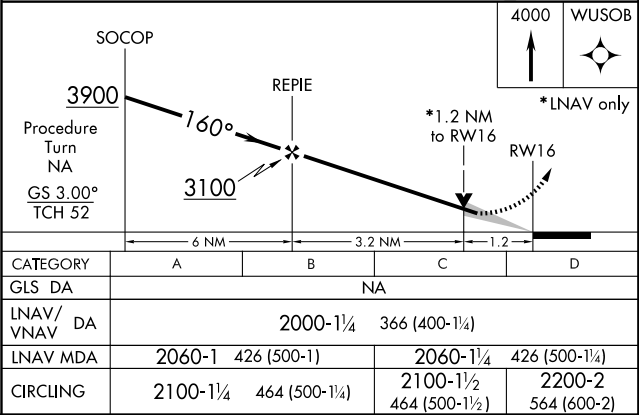
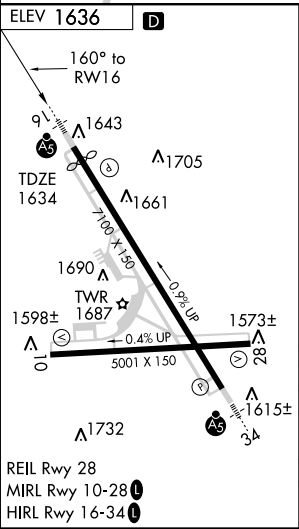
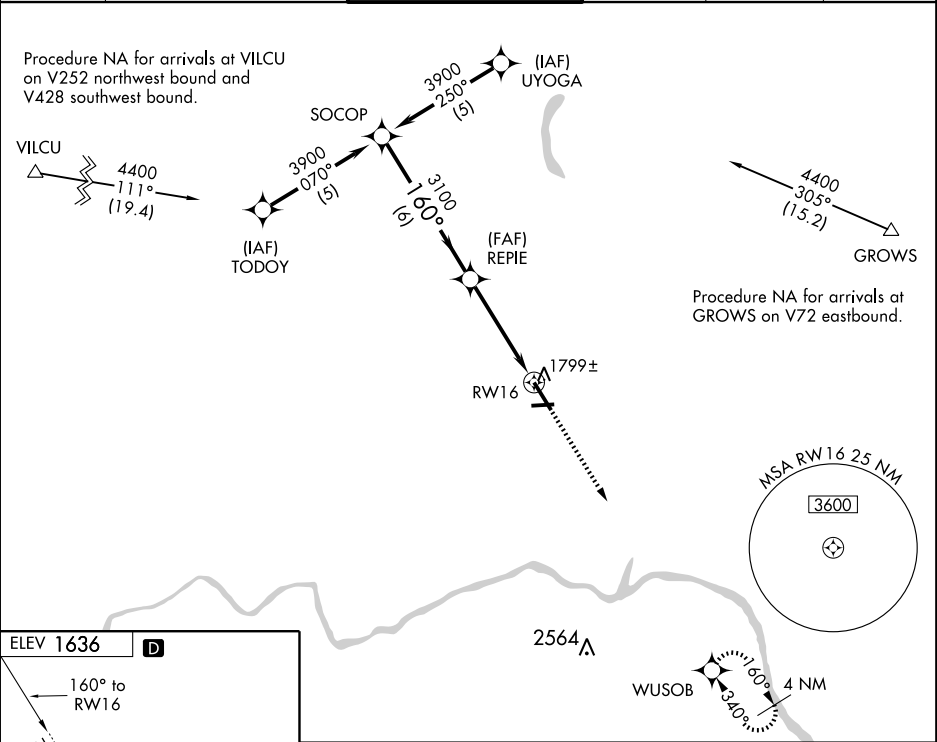
APP CRS	Rwy Idg	6700
160°	TDZE	1634
	Apt Elev	1636

BINGHAMTON/GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

RNAV (GPS) RWY 16

<p>GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -18° C (0° F). When VGSI inop, circling Rwy 34 NA at night. Inoperative table does not apply.</p>	<p>MALSR A5</p>	<p>MISSED APPROACH: Climb to 4000 direct WUSOB WP and hold.</p>
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ATIS 128.15	BINGHAMTON APP CON ★ 118.6 257.625	BINGHAMTON TOWER ★ 119.3 (CTAF) 239.25	GND CON 121.9	CLNC DEL 125.05	UNICOM 122.95
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▼

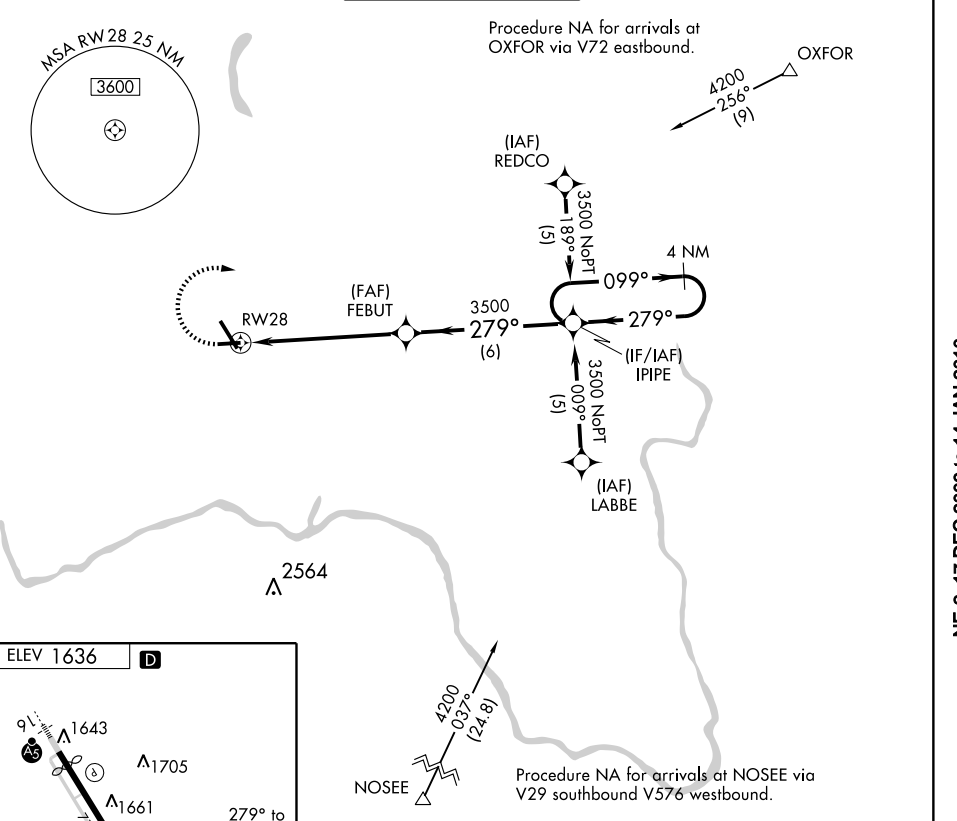
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

▲ NA

When VGSI inop, circling Rwy 34 NA at night.

MISSED APPROACH: Climbing right turn to 3500 direct IPIPE WP and hold.

ATIS	BINGHAMTON APP CON ★	BINGHAMTON TOWER ★	GND CON	CLNC DEL	UNICOM
128.15	118.6 257.625	119.3 (CTAF) 0 239.25	121.9	125.05	122.95



ELEV 1636

D

REIL Rwy 28

MIRL Rwy 10-28

HIRL Rwy 16-34

CATEGORY	A		B		C		D	
	2000-1		413 (400-1)		2000-1¼		413 (400-1¼)	
LN	2100-1½		464 (500-1½)		2100-1½		2200-2	
CI	2100-1		464 (500-1)		464 (500-1½)		564 (600-2)	

NE-2, 17 DEC 2009 to 14 JAN 2010

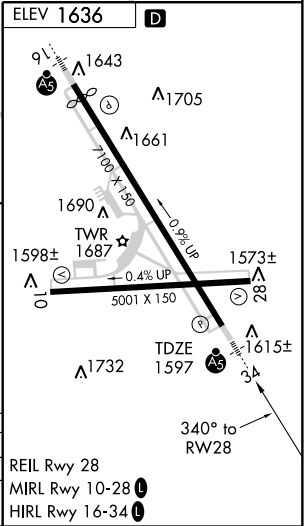
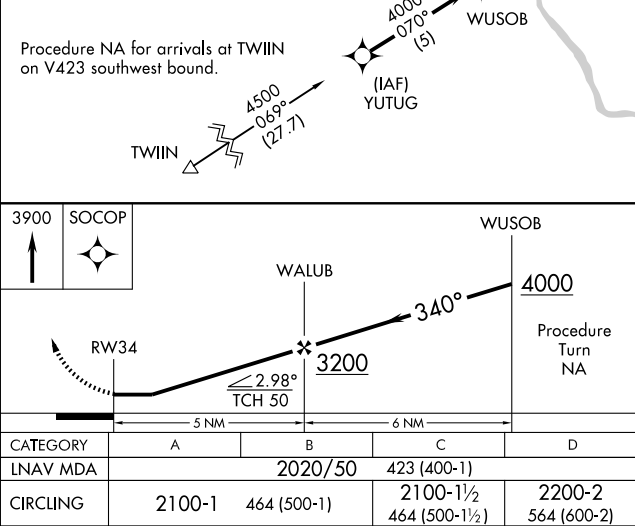
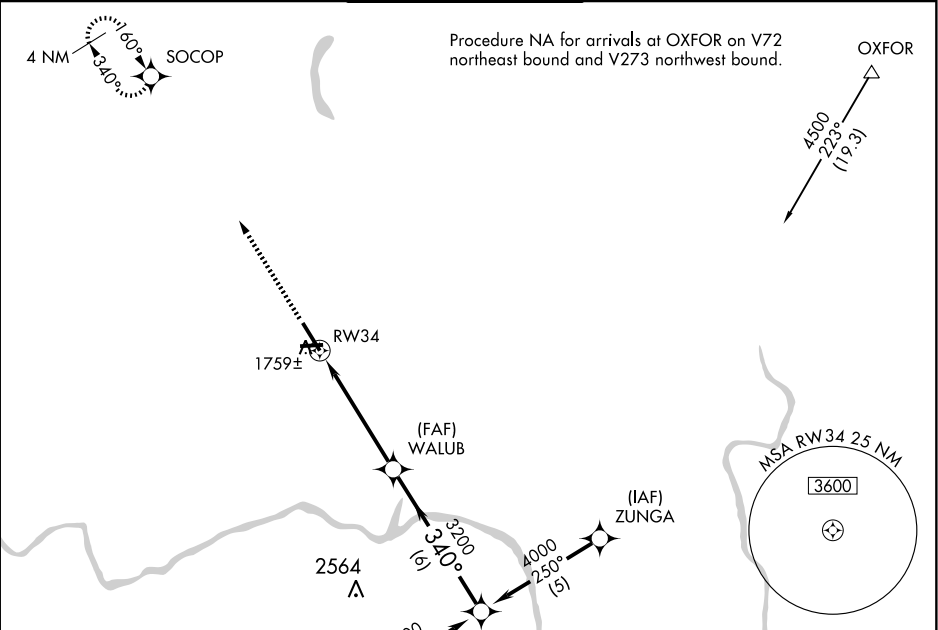
APP CRS	Rwy Idg	7100
340°	TDZE	1597
	Apt Elev	1636

RNAV (GPS) RWY 34

BINGHAMTON/GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

<p><b>▼</b> GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. When VGSI inop, straight-in/circling Rwy 34 procedure NA at night. Inoperative table does not apply to Cat. A/B. For inoperative MALSR, increase LNAV MDA Cat. C/D visibility to RVR 6000.</p>	<p><b>MALSR</b></p> <p><b>AS</b></p>	<p><b>MISSED APPROACH:</b> Climb to 3900 direct SOCOP WP and hold.</p>
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ATIS	BINGHAMTON APP CON ★	BINGHAMTON TOWER ★	GND CON	CLNC DEL	UNICOM
128.15	118.6 257.625	119.3 (CTAF) <b>0 239.25</b>	121.9	125.05	122.95



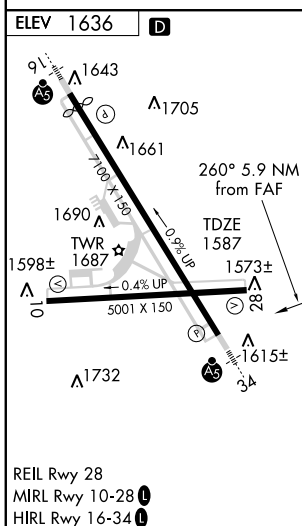
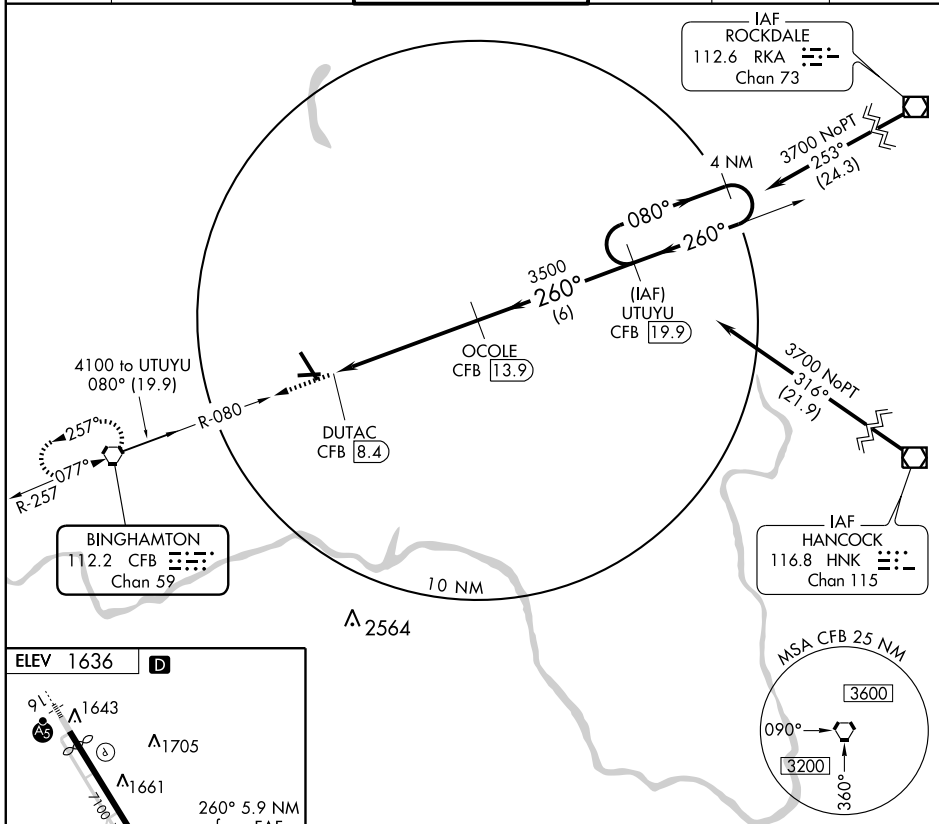
VORTAC CFB <b>112.2</b> Chan <b>59</b>	APP CRS <b>260°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>1587</b> <b>1636</b>
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BINGHAMTON/

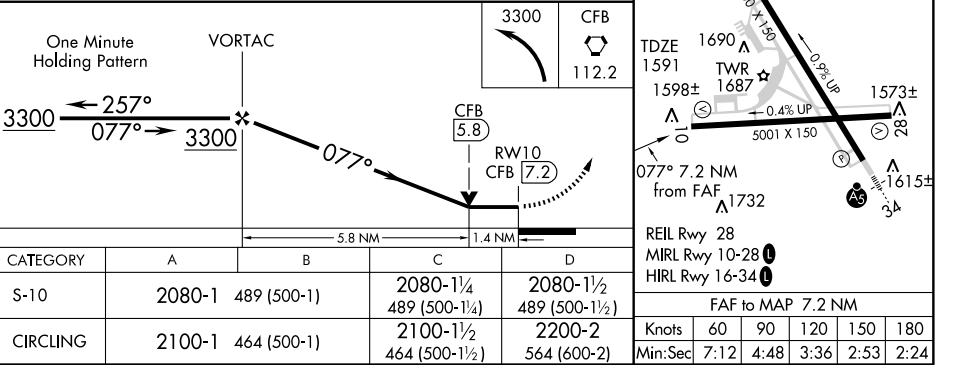
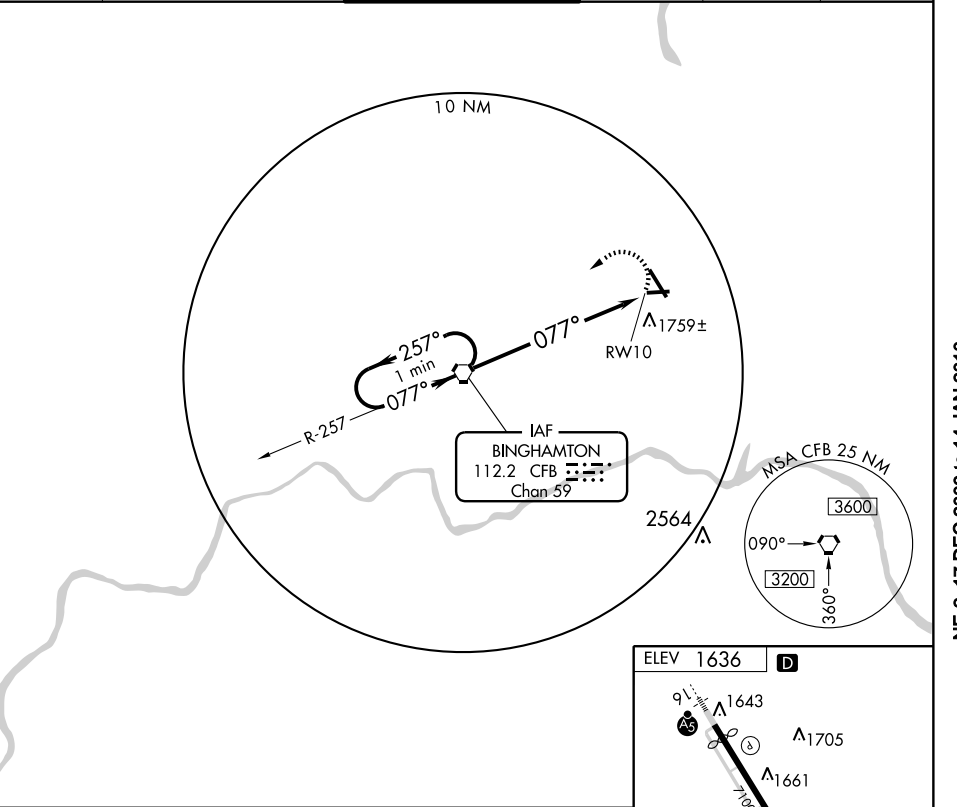
# VOR/DME RWY 28

GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

<div><div></div><div>NA</div></div> <div>Procedure NA for arrival on HNK VOR/DME airway radials 313 CW 344. Procedure NA for arrivals via V72 Eastbound.</div>		MISSED APPROACH: Climb to 3500 direct CFB VORTAC and hold.			
ATIS 128.15	BINGHAMTON APP CON ★ 118.6 257.625	BINGHAMTON TOWER ★ 119.3 (CTAF) 0 239.25	GND CON 121.9	CLNC DEL 125.05	UNICOM 122.95



<div> <div></div> </div>			<div> <div>MISSED APPROACH: Climbing left turn to 3300 direct CFB VORTAC and hold.</div> </div>		
<div> <div>ATIS</div> <div>128.15</div> </div>	<div> <div>BINGHAMTON APP CON ★</div> <div>118.6 257.625</div> </div>	<div> <div>BINGHAMTON TOWER ★</div> <div>119.3 (CTAF) 0 239.25</div> </div>	<div> <div>GND CON</div> <div>121.9</div> </div>	<div> <div>CLNC DEL</div> <div>125.05</div> </div>	<div> <div>UNICOM</div> <div>122.95</div> </div>



▼

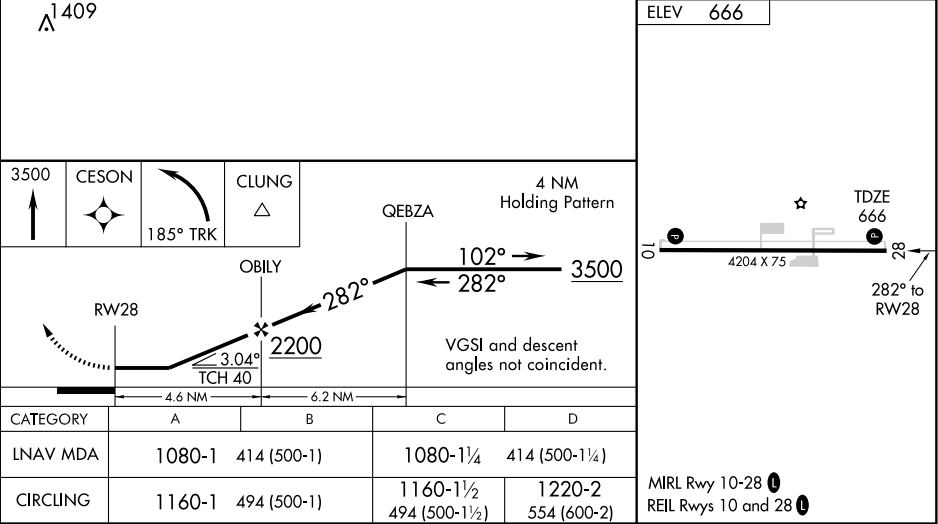
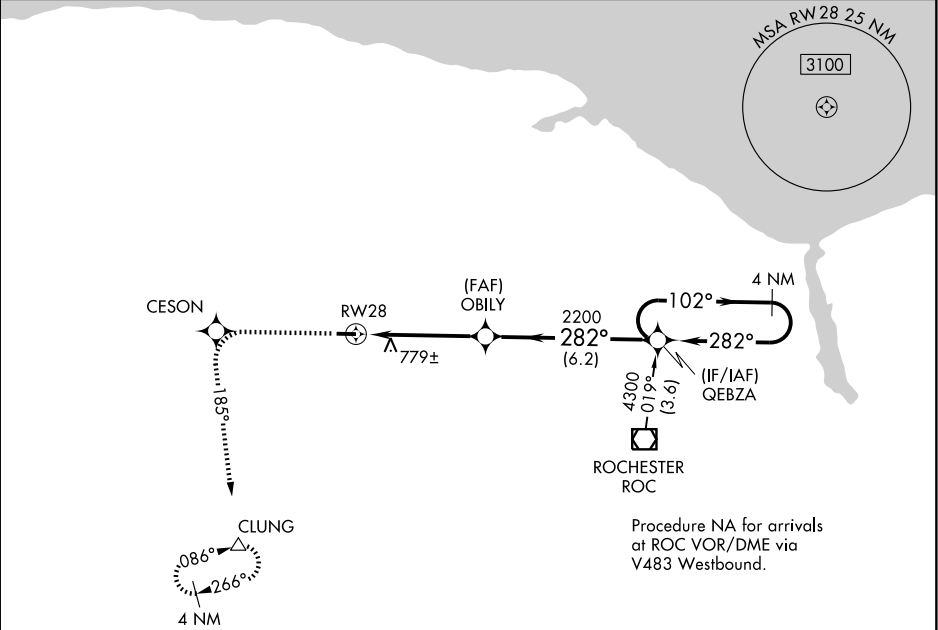
DME/DME RNP-0.3 NA.

▲ NA

Use Rochester altimeter setting; when not received, use Buffalo altimeter setting and increase all MDAs 60 feet and LNAV Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct CESON and left turn via 185° track to CLUNG and hold.

ROCHESTER ASOS 124.825	ROCHESTER APP CON 123.7 322.3	CTAF 122.7	UNICOM 123.0 0
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APP CRS	Rwy Idg	2668
239°	TDZE	670
	Apt Elev	670

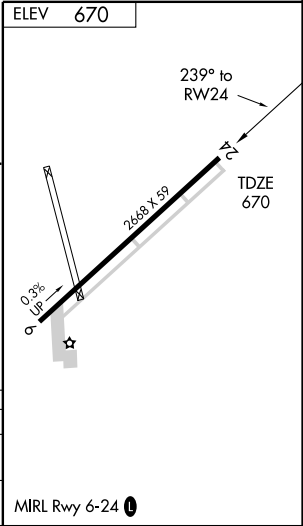
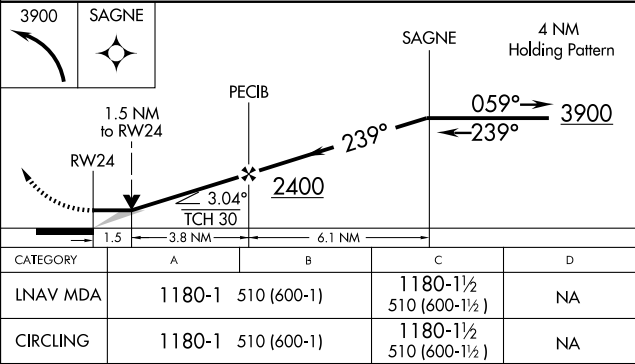
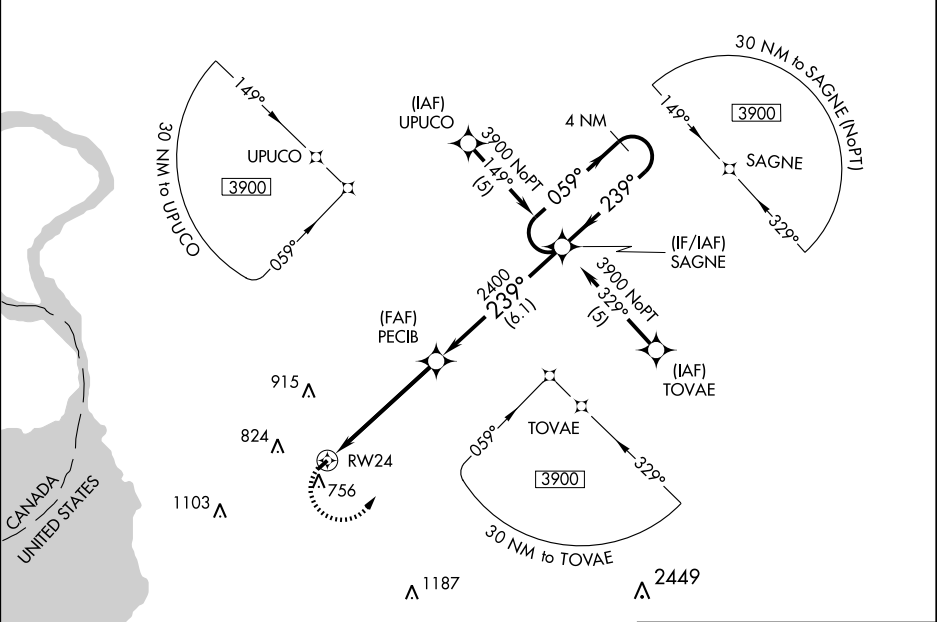
# RNAV (GPS) RWY 24

BUFFALO AIRFIELD (9G0)

Use Buffalo Niagara Intl altimeter setting, when not received, use Niagara Falls altimeter setting and increase all MDA 60 feet. Procedure NA at night after 0200 local except by prior arrangement for Rwy lights. DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing left turn to 3900 direct SAGNE and hold, continue climb-in hold to 3900.

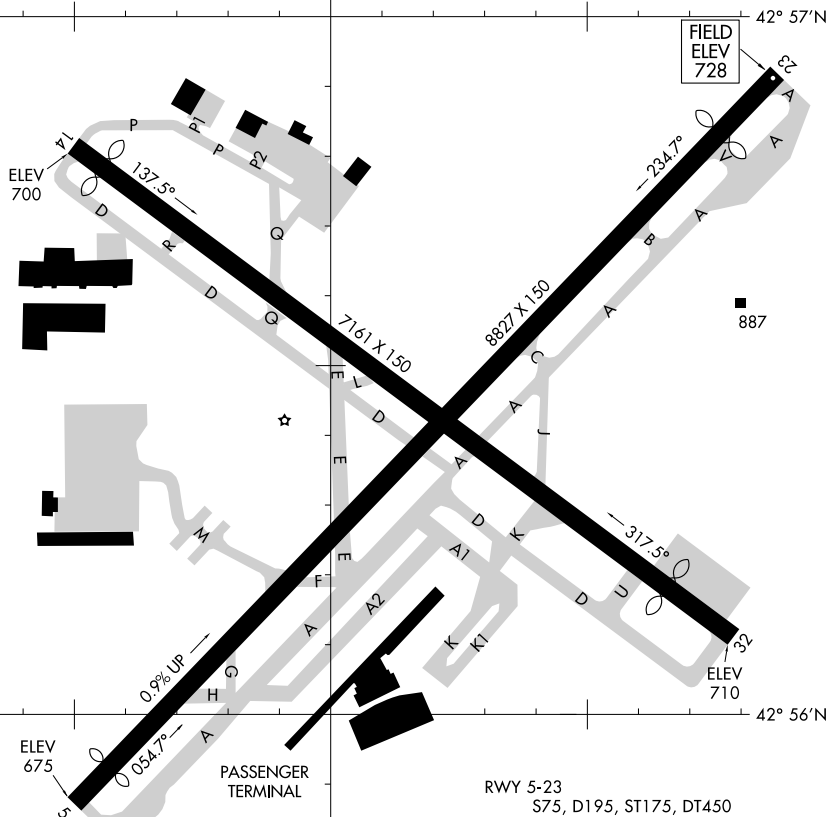
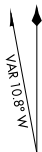
BUFFALO APP CON 126.15 263.125	UNICOM 122.975 (CTAF) 1
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ATIS	
135.35	
BUFFALO TOWER	
120.5	257.8
GND CON	
133.2	257.8
CLNC DEL	
124.7	257.8



JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.0° E



RWY 5-23  
S75, D195, ST175, DT450  
RWY 14-32  
PCN 47 F/A/X/T  
S75, D150, ST127, DT240

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

78° 44'W

78° 43'W

NE-2. 17 DEC 2009 to 14 JAN 2010

ATIS 135.35  
CLNC DEL  
124.7  
GND CON  
133.2 257.8  
BUFFALO TOWER  
120.5 257.8

LONDON  
117.2 YXU   
Chan 119  
N43°02.29'  
W81°08.91'  
L-30-31, H-10-11

BUFFALO  
116.4 BUF   
Chan 111  
N42°55.74'  
W78°38.78'  
L-31, H-10-11

TAKEOFF MINIMUMS:  
All Rwy's, STANDARD.

ROCHESTER  
110.0 ROC   
Chan 37  
N43°07.08'  
W77°40.37'  
L-31-32, H-10-11-12

SYRACUSE  
117.0 SYR   
Chan 117  
N43°09.63'  
W76°12.27'  
L-32, H-11-12

GENESEO  
108.2 GEE   
Chan 19  
N42°50.06'  
W77°43.97'  
L-31-32, H-10-11-12

AYLIMER  
114.2 YQO   
Chan 89  
N42°42.40'  
W80°53.27'  
L-30, H-10-11

DUNKIRK  
116.2 DKK   
Chan 109  
N42°29.43'  
W79°16.45'  
L-30, H-10

WELLSVILLE  
111.4 ELZ   
Chan 51  
N42°05.38'  
W77°59.97'  
L-30-32, H-10-12

JAMESTOWN  
114.7 JHW   
Chan 94  
N42°11.32'  
W79°07.28'  
L-30, H-10

STONYFORK  
108.6 SFK   
Chan 23  
N41°41.72'  
W77°25.19'  
L-30, H-10-12

DRYER  
113.6 DJB   
Chan 83  
N41°21.48'  
W82°09.72'  
L-30, H-10

BRADFORD  
116.6 BFD   
Chan 113  
N41°47.18'  
W78°37.16'  
L-30

SLATE RUN  
113.9 SLT   
Chan 86  
N41°30.77'  
W77°58.21'  
L-30, H-10-12

NOTE: RADAR Required.

NOTE: Chart not to scale.

(Continued on next page)



## DEPARTURE ROUTE DESCRIPTION

### TURBOJET AIRCRAFT:

TAKE-OFF RUNWAY 5: Climb via heading 053° until leaving 3000, thence. . .

TAKE-OFF RUNWAY 14: Climb via heading 136° until leaving 3000, thence. . .

TAKE-OFF RUNWAY 23: Climb via heading 233° until leaving 3000, thence. . .

TAKE-OFF RUNWAY 32: Climb via heading 316° until leaving 2000, thence. . .

NON-TURBOJET AIRCRAFT ONLY: Climb on assigned heading, thence. . .

. . . Expect vectors to filed route or depicted fix. Maintain 10,000' or assigned lower altitude.  
Expect further clearance to requested altitude/flight level ten minutes after departure.

TAKE-OFF OBSTACLE NOTES

Rwy 5: Tree 648' from DER, 662' left of centerline, 65' AGL/751' MSL.  
Trees beginning 697' from DER, 385' right of centerline, up to  
100' AGL/787' MSL.

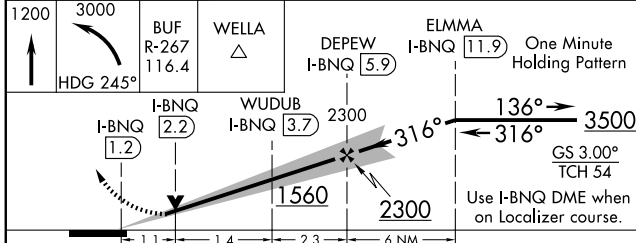
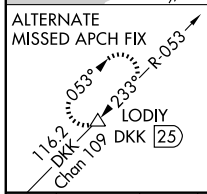
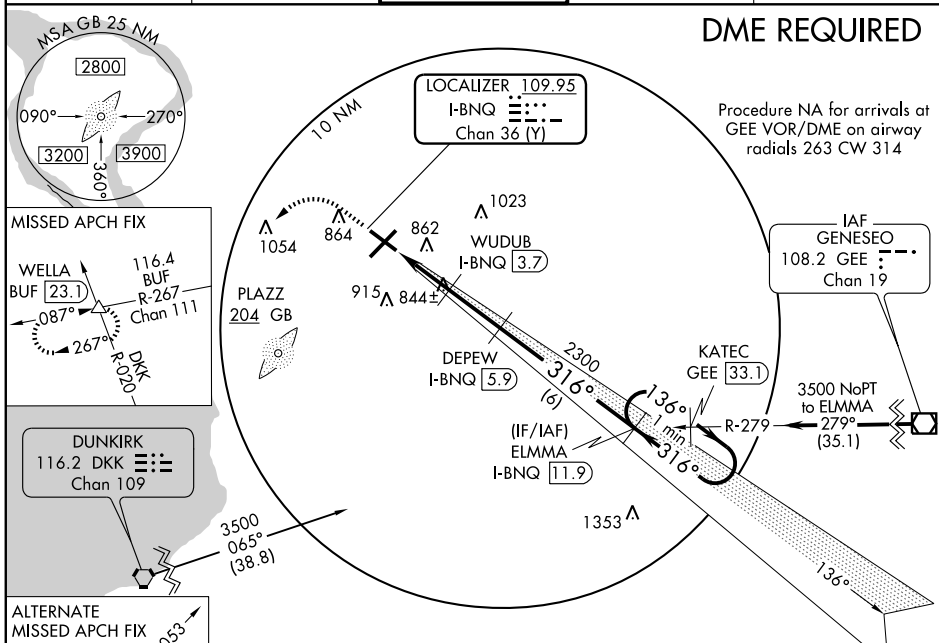
Rwy 23: Trees, Poles, Bldg, and Pump beginning 6' from DER, 290'  
left of centerline, up to 40' AGL/721' MSL.  
Tree 3317' from DER, 916' right of centerline, 68' AGL/759' MSL.

Rwy 32: Multiple Trees and a Bush beginning 141' from DER, 66' left  
of centerline, up to 67' AGL/756' MSL.  
Multiple Trees beginning 43' from DER, 90' right of centerline,  
up to 66' AGL/752' MSL.

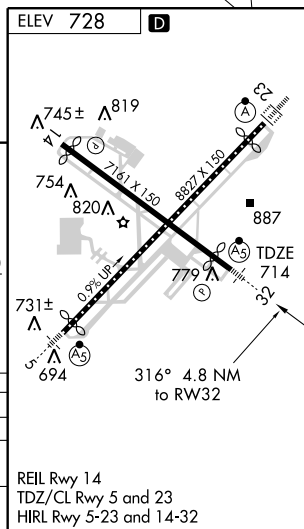
LOC/DME I-BNQ <b>109.95</b> Chan <b>36 (Y)</b>	APP CRS <b>316°</b>	Rwy Idg TDZE Apt Elev	<b>6121</b> <b>714</b> <b>728</b>
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# ILS or LOC/DME RWY 32 BUFFALO NIAGARA INTL (BUF)

		MALSR 	MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 via heading 245° and BUF R-267 to WELLA Int/BUF 23.1 DME and hold.	
ATIS <b>135.35</b>	BUFFALO APP CON <b>126.15 263.125</b>	BUFFALO TOWER <b>120.5 257.8</b>	GND CON <b>133.2 257.8</b>	CLNC DEL <b>124.7 257.8</b>



CATEGORY	A	B	C	D
S-ILS 32	938-1/2 224 (300-1/2)			
S-LOC 32	1100-1/2 386 (400-1/2)			1100-3/4 386 (400-3/4)
CIRCLING	1200-1 472 (500-1)		1200-1 1/2 472 (500-1 1/2)	1280-2 552 (600-2)



LOC I-GBI	APP CRS	Rwy Idg	<b>7757</b>
<b><u>108.5</u></b>	<b>053°</b>	TDZE	<b>706</b>
		Apt Elev	<b>728</b>

ILS or LOC RWY 5  
BUFFALO NIAGARA INTL (BUF)

	MALSR 
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**MISSED APPROACH:** Climb to 1200, then climbing left turn to 3000 via heading 245° and BUF R-267 to WELLA Int/BUF 23.1 DME and hold.

ATIS  
135-35

BUFFALO APP CON  
126.15 263.125

BUFFALO TOWER  
120.5 257.8

GND CON  
133.2 257.8

CLNC DEL  
124.7 257.8

ALTERNATE  
MISSED APCH FIX

WELLA  
BUF 23.1

IAF  
DUNKIRK  
116.2 DKK  
Chan 109

CANADA  
UNITED STATES1700  
A

LOCALIZER 108.5  
I-GBI ::::

HIDUB I  
DKK 29

(IF)  
OBSO INT  
KK 19.9

1023  
A  
  
BUFFALO  
116.4 BUF  
Chan 111

LOM/IAF —  
PLAZZ  
04 GB ==::

ELEV 728

**D**

Remain  
within 10 NM

S 3.00°  
CH 45 \*

\* at Displ Thld  
53 at Rwy end.

1200  
↑

HDG 245°  
BUF R-267  
116.4

WELLA  
△  
BUF 23.1

REIL Rwy 14  
53° 4.9 NM TDZ/CL Rwy 5 and 23  
from FAF HIRL Rwy 5-23 and 14-32

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

AL-65 (FAA)

ILS or LOC RWY 23  
BUFFALO NIAGARA INTL (BUF)

ALSF-2

**MISSED APPROACH:** Climb to 2300 then climbing right turn to 3000 via heading 300° and BUF R-267 to WELLA Int/BUF 23.1 DME and hold.

[illegible]

ELEV 728

233° 4.4 NM from FAF

745± 819

754 820

731± 694

7161 X 150

887 Y 150

887

779

694

0.9% UP

TDZE 728

REIL Rwy 14

TDZ/CL Rwy 5 and 23

HRL Rwy 5-23 and 14-32

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2: 17 DEC 2009 to 14 JAN 2010

WAAS  
CH 70311  
W05A

APP CRS  
053°

Rwy Idg  
TDZE  
Apt Elev

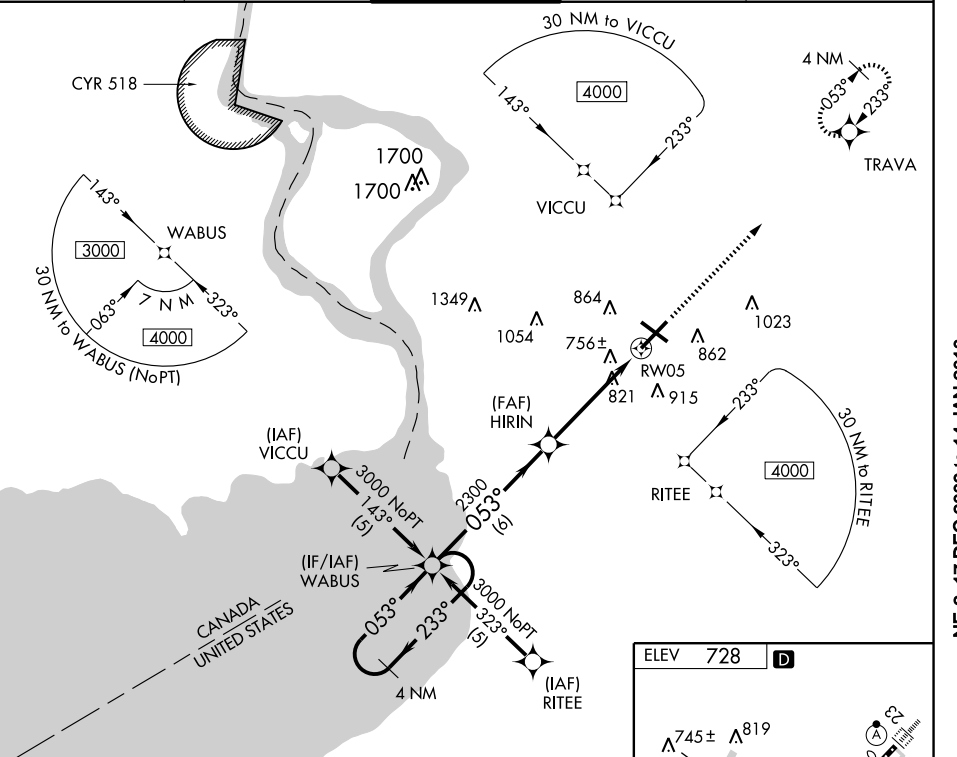
7757  
706  
728

DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).  
For inoperative MALSR increase LPV all Cats visibility to RVR 5000, increase LNAV Cat D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 3000 direct TRAVA and hold.

ATIS 135.35	BUFFALO APP CON 126.15 263.125	BUFFALO TOWER 120.5 257.8	GND CON 133.2 257.8	CLNC DEL 124.7 257.8
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4 NM Holding Pattern

WABUS

3000 ← 233° / 053° →

GS 3.00° TCH 45\*

\*at Displ Thld 53 at Rwy End.

HIRIN

2300

↑ 1.1 NM to RW05

↑ LNAV only

6 NM | 3.8 NM | 1.1

3000

TRAVA

CATEGORY	A	B	C	D
LPV DA		973/24	267 (300-½)	
LNAV/VNAV DA		1026/40	320 (400-¾)	
LNAV MDA		1080/24	374 (400-½)	1080/50 374 (400-1)
CIRCLING	1200-1¼	472 (500-1¼)	1200-1½ 472 (500-1½)	1280-2 552 (600-2)

ELEV 728

D

REIL Rwy 14  
TDZ/CL Rwy 5 and 23  
HIRL Rwy 5-23 and 14-32

NE-2, 17 DEC 2009 to 14 JAN 2010



APP CRS	Rwy Idg	6121
136°	TDZE	711
	Apt Elev	728

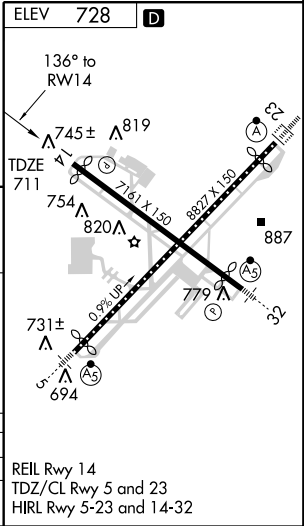
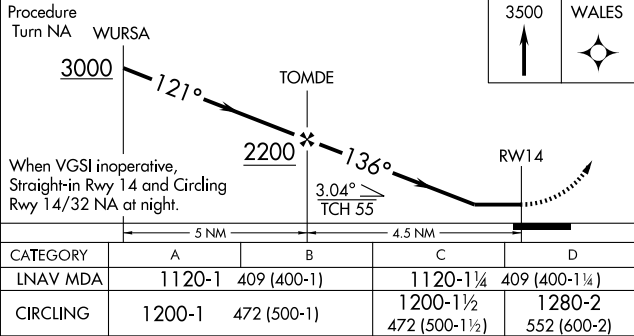
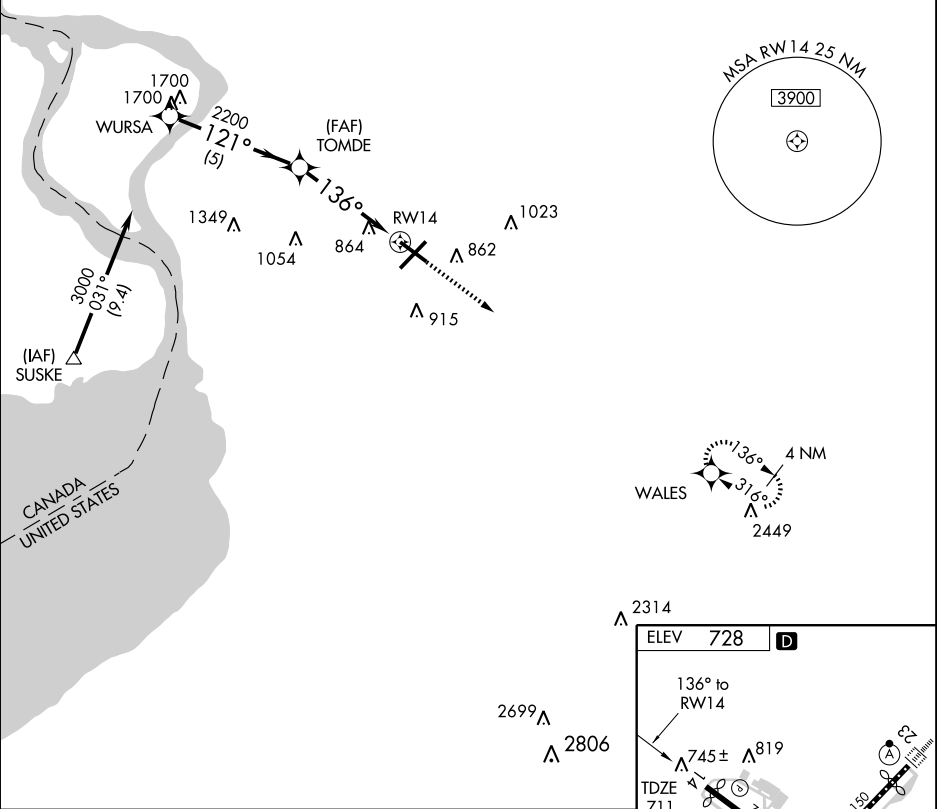
# RNAV (GPS) RWY 14

BUFFALO NIAGARA INTL (BUF)

GPS or RNP-0.3 required.  
DME/DME RNP-0.3 NA.  
No Arrival at SUSKE on V2-43 westbound.

MISSED APPROACH: Climb to 3500 direct WALES WP and hold.

ATIS 135.35	BUFFALO APP CON 126.15 263.125	BUFFALO TOWER 120.5 257.8	GND CON 133.2 257.8	CLNC DEL 124.7 257.8
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WAAS CH <b>77511</b> <b>W23A</b>	APP CRS <b>233°</b>	Rwy Idg <b>8102</b> TDZE <b>728</b> Apt Elev <b>728</b>
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RNAV (GPS) RWY 23  
BUFFALO NIAGARA INTL (BUF)

**T** DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).  
For inoperative ALSF increase LPV all Cats visibility to RVR 5000  
and increase LNAV Cat D visibility to RVR 6000.

ALSF-2



**MISSED APPROACH:** Climb to 3000 direct WABUS and hold.

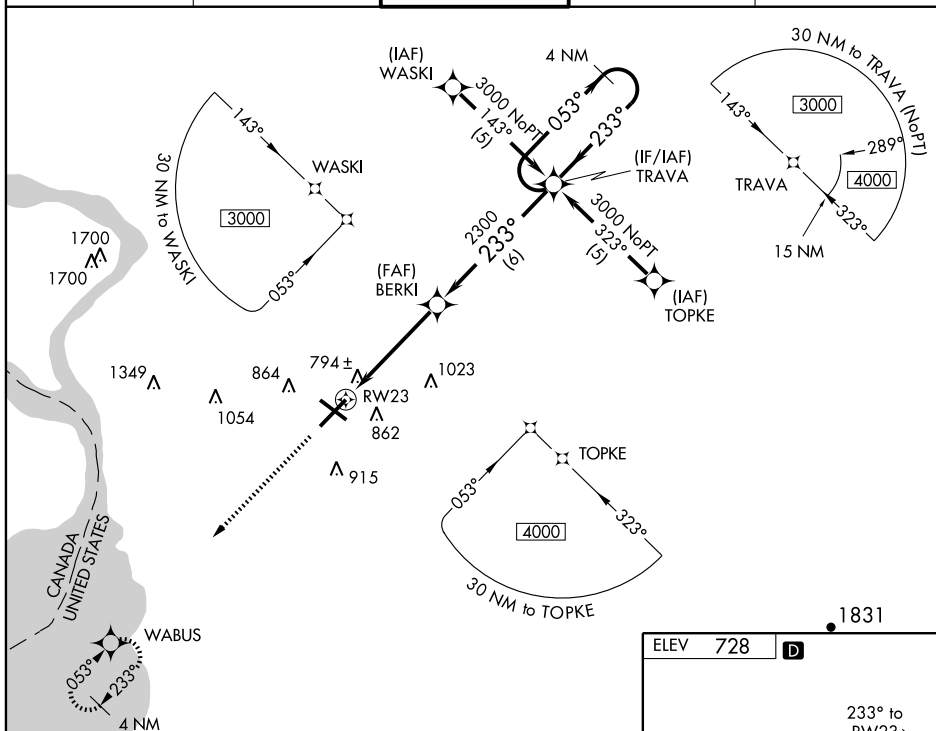
ATIS  
**135.35**

BUFFALO APP CON  
126.15 263.125

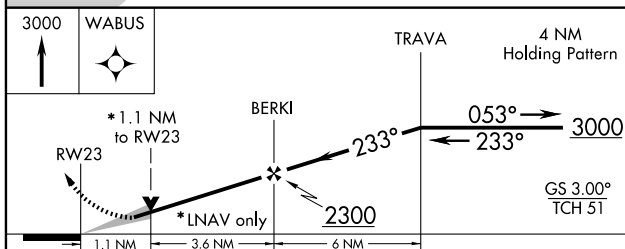
BUFFALO TOWER  
120.5 257.8

GND CON  
**133.2 257.8**

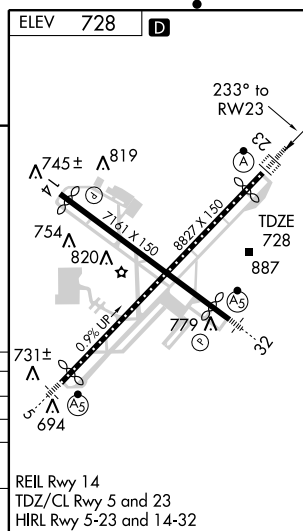
CLNC DEL  
**124.7 257.8**



NE-2. 17 DEC 2009 to 14 JAN 2010



CATEGORY	A	B	C	D
LPV DA	978/24		250 (300-½)	
LNAV/VNAV DA	1099/40		371 (400-¾)	
LNAV MDA	1140/24	412 (500-½)	1140/40 412 (500-¾)	1140/50 412 (500-1)
CIRCLING	1200-1¼	472 (500-1¼)	1200-1½ 472 (500-1½)	1280-2 552 (600-2)



WAAS CH <b>81811</b> <b>W32A</b>	APP CRS <b>316°</b>	Rwy Idg <b>6121</b> TDZE <b>714</b> Apt Elev <b>728</b>
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## RNAV (GPS) RWY 32

BUFFALO NIAGARA INTL (BUF)



DME/DME RNP-0.3 NA.

Baro-VNAV NA below -16°C (4°F).

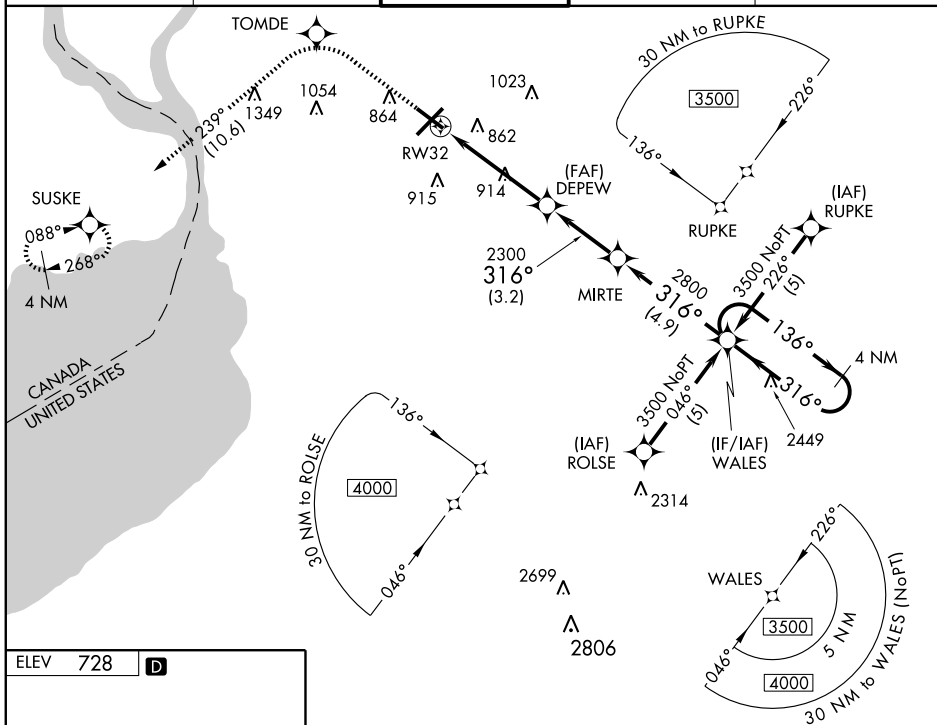
For inoperative MALSR increase LPV all Cats visibility to 1 mile.

MALSR



**MISSED APPROACH:** Climb to 3000  
direct TOMDE and via 239° track to  
SUSKE and hold.

ATIS 135.35	BUFFALO APP CON 126.15 263.125	BUFFALO TOWER 120.5 257.8	GND CON 133.2 257.8	CLNC DEL 124.7 257.8
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3000  
↑  
239° TRK

TOMDE  
SUSKE

4 NM Holding Pattern  
WALES

MIRTE

DEPEW

RW32

\* 1.4 NM to RW32

1.4 3.3 3.2 4.9 NM

316° 136° 3500  
← 316°

2800  
2300

GS 3.00°  
TCH 54


\* LNAV Only.

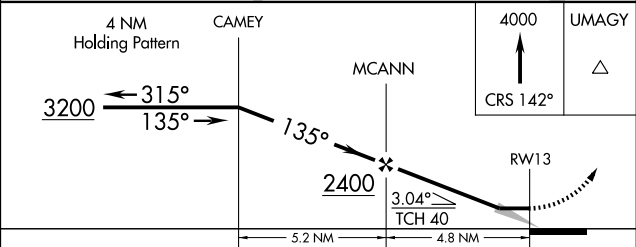
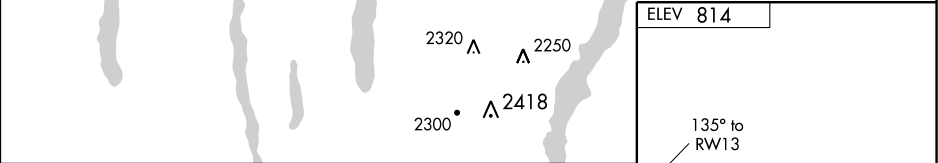
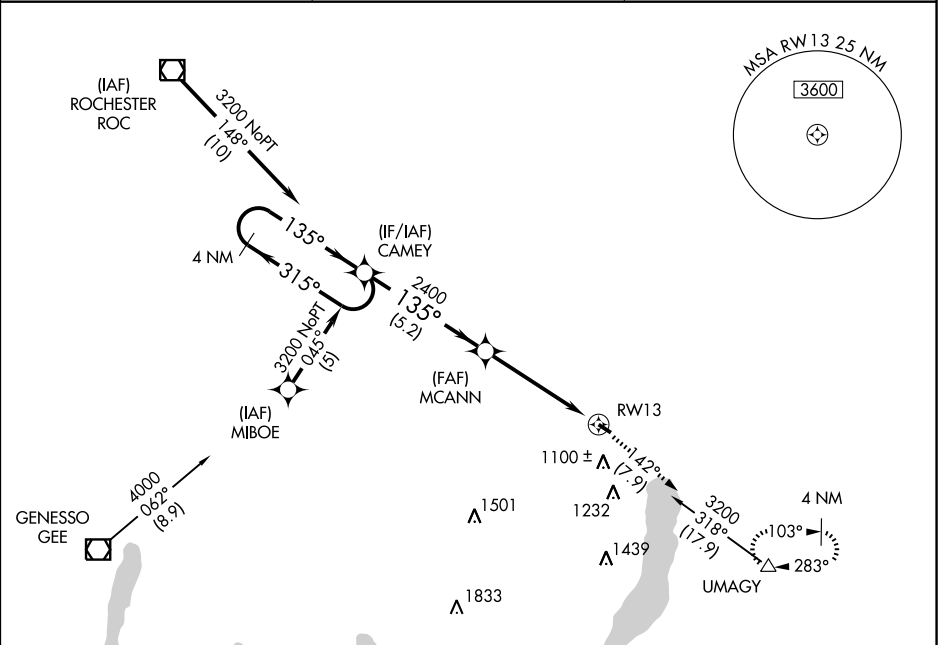
APP CRS	Rwy Idg	3200
135°	TDZE	814
	Apt Elev	814

# RNAV (GPS) RWY 13

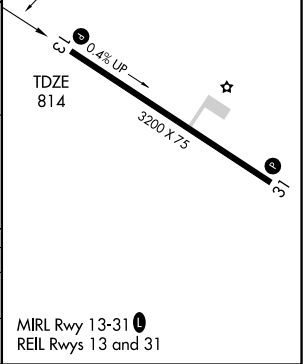
CANANDAIGUA (D38)


 Use Greater Rochester Intl altimeter setting.  GPS or RNP-0.3 required. DME/DME RNP 0.3 NA.	MISSED APPROACH: Climb to 4000 via 142° course to UMACY WP and hold.
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AWOS-3 118.675	ROCHESTER APP CON 119.55 269.6	UNICOM 122.8 (CTAF) 
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CATEGORY	A	B	C	D
LNAV MDA	1360-1	546 (600-1)	1360-1½ 546 (600-1½)	NA
CIRCLING	1540-1	726 (800-1)	1540-2 726 (800-2)	NA



MIRL Rwy 13-31   
REIL Rwy 13 and 31

VOR/DME GEE <b>108.2</b> Chan <b>19</b>	APP CRS <b>085°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>814</b>
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VOR-A  
CANANDAIGUA (D38)

Use Greater Rochester Intl altimeter setting.

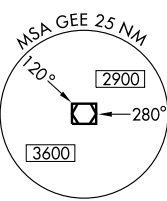
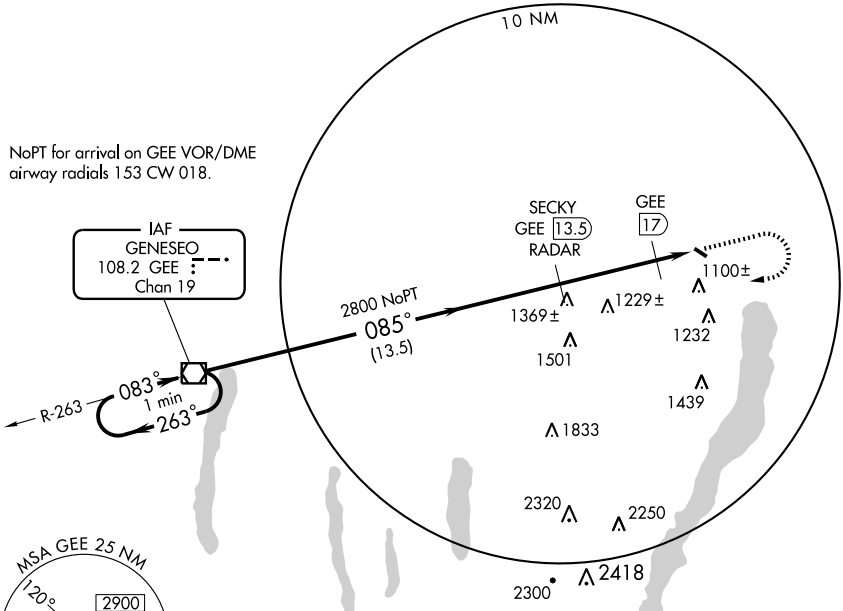
MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct GEE VOR/DME and hold.

AWOS-3  
**118.675**

ROCHESTER APP CON  
**119.55 269.6**

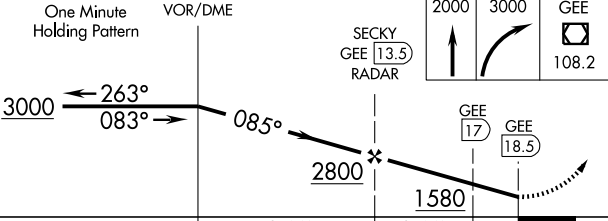
UNICOM  
**122.8 (CTAF) 0**

NoPT for arrival on GEE VOR/DME  
airway radials 153 CW 018.

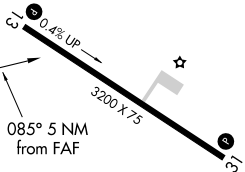


DME or RADAR REQUIRED

One Minute  
Holding Pattern



ELEV 814



CATEGORY	A	B	C	D
CIRCLING	1580-1 766 (800-1)	1580-1 ¼ 766 (800-1 ¼)	1580-2 ¼ 766 (800-2 ¼)	NA

DME MINIMUMS

CIRCLING	1540-1 726 (800-1)	1540-2 726 (800-2)	NA
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MIRL Rwy 13-31  
REIL Rws 13 and 31

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

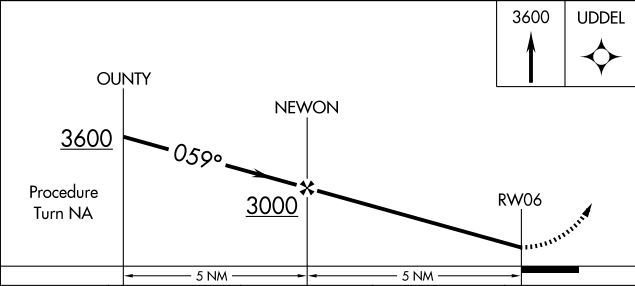
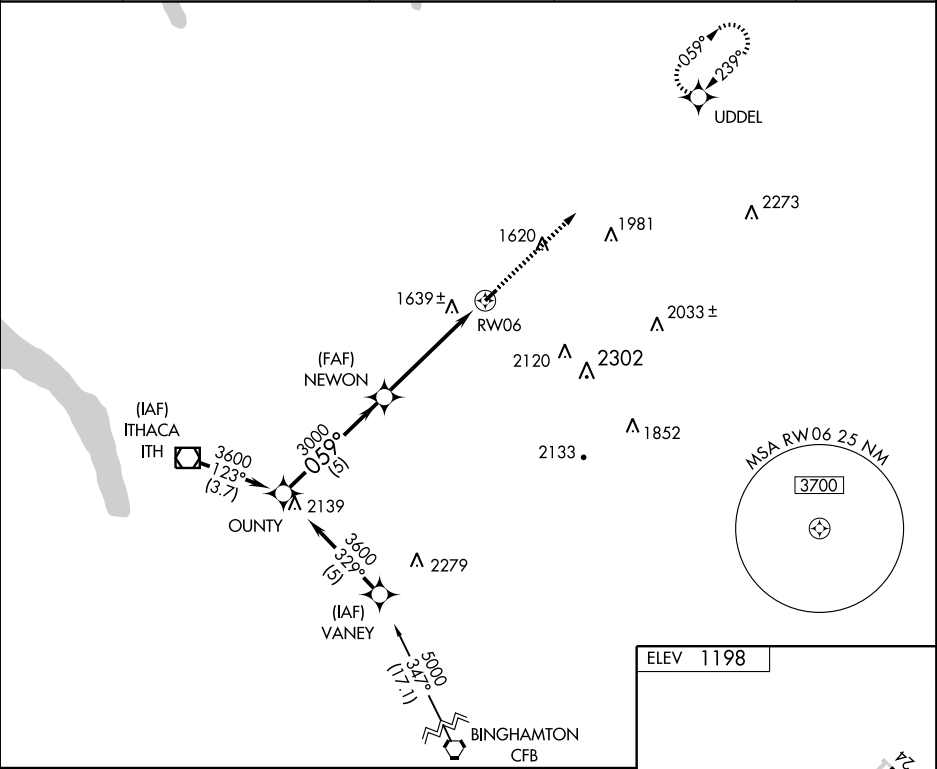
APP CRS	Rwy Idg	3400
059°	TDZE	1198
	Apt Elev	1198



NA

MISSED APPROACH: Climb to 3600 direct UDDEL WP and hold.

AWOS-3 132.225	BINGHAMTON APP CON ★ 118.6 257.625	ELMIRA APP CON ★ 124.3 257.8 (W)	SYRACUSE APP CON 126.125 269.125 (N-NE)	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
S-6	1900-1	702 (800-1)	1900-2 702 (800-2)	NA
CIRCLING	1940-1 742 (800-1)	1940-1¼ 742 (800-1¼)	1980-2¼ 782 (800-2¼)	NA

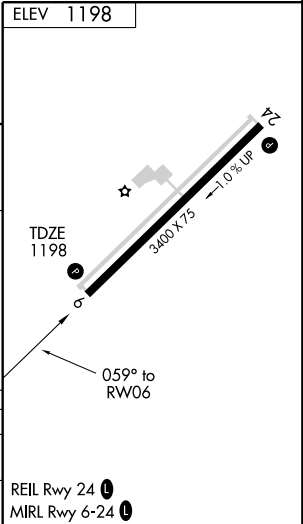
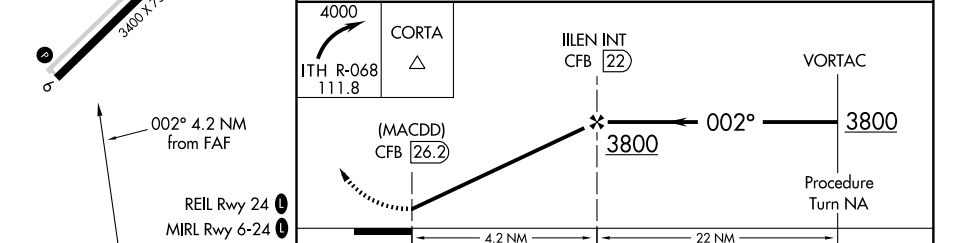
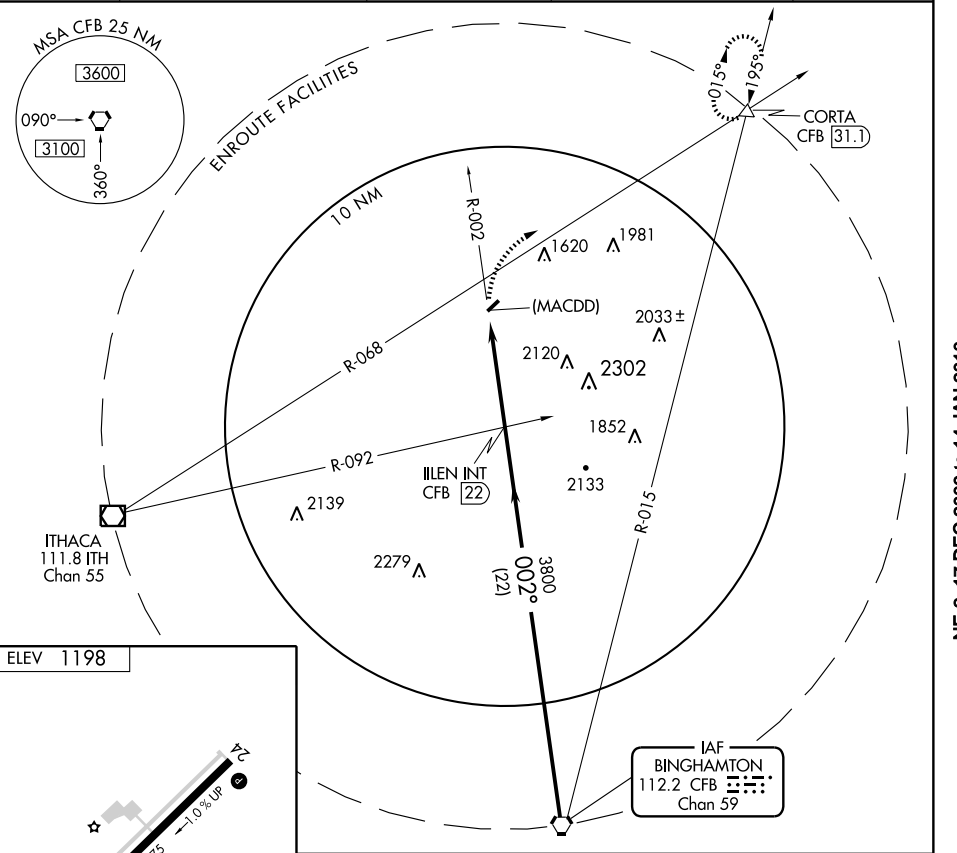


Diagram illustrating the RW24 instrument landing system. The runway is 3000x75, with a 1.0% up slope. The TDZE is 1192. The glide path is 239° to RW24. The approach is 059° to 3600, and the departure is 239°. The diagram includes various navigation aids like TUHSY, (DOCLO) 2 NM to TUHSY, and UDDEL. The elevation is 1198. The diagram also shows the runway width of 3000 and the slope of 1.0% up.

If local altimeter setting not received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 4000 via ITH VOR/DME R-068 to CORTA Int/CFB 31.1 DME and hold.

AWOS-3 132.225	BINGHAMTON APP CON ★ 118.6 257.625	ELMIRA APP CON ★ 124.3 257.8 (W)	SYRACUSE APP CON 126.125 269.125 (N-NE)	UNICOM 122.8 (CTAF) 0
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FAF to MAP 4.2 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	2280-1¼ 1082 (1100-1¼)	2280-1½ 1082 (1100-1½)	2280-3 1082 (1100-3)	NA
Min:Sec	4:12	2:48	2:06	1:41	1:24					

NE-2, 17 DEC 2009 to 14 JAN 2010



APP CRS <b>343°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>662</b>
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# RNAV (GPS) - A



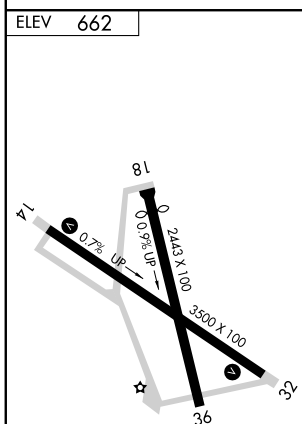
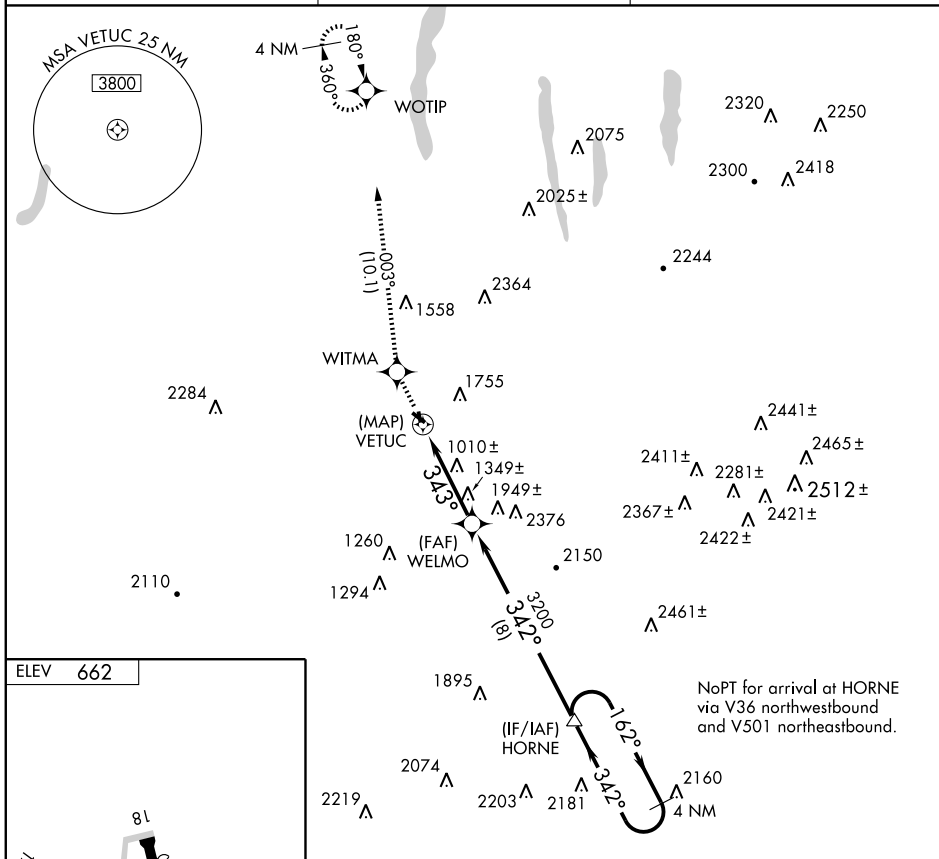
DME/DME RNP-0.3 NA. Procedure NA at night.  
If local altimeter setting not received, use Greater Rochester  
Intl altimeter setting and increase all MDAs 100 feet.

**MISSED APPROACH:** Climb to 3300 direct WITMA and via 003° track to WOTIP and hold.

ASOS  
118.325

ROCHESTER APP CON  
123.7 322.3

UNICOM  
**123.0** (CTAF) **L**



3300 ↑	WITMA ✦	TRK 003°	WOTIP ✦	HORNE 4 NM Holding Pattern	
CATEGORY	A	B	C	D	
CIRCLING	1960-1¼ 1298 (1300-1¼)	2120-1½ 1458 (1500-1½)	2120-3 1458 (1500-3)	NA	

NE-2: 17 DEC 2009 to 14 JAN 2010

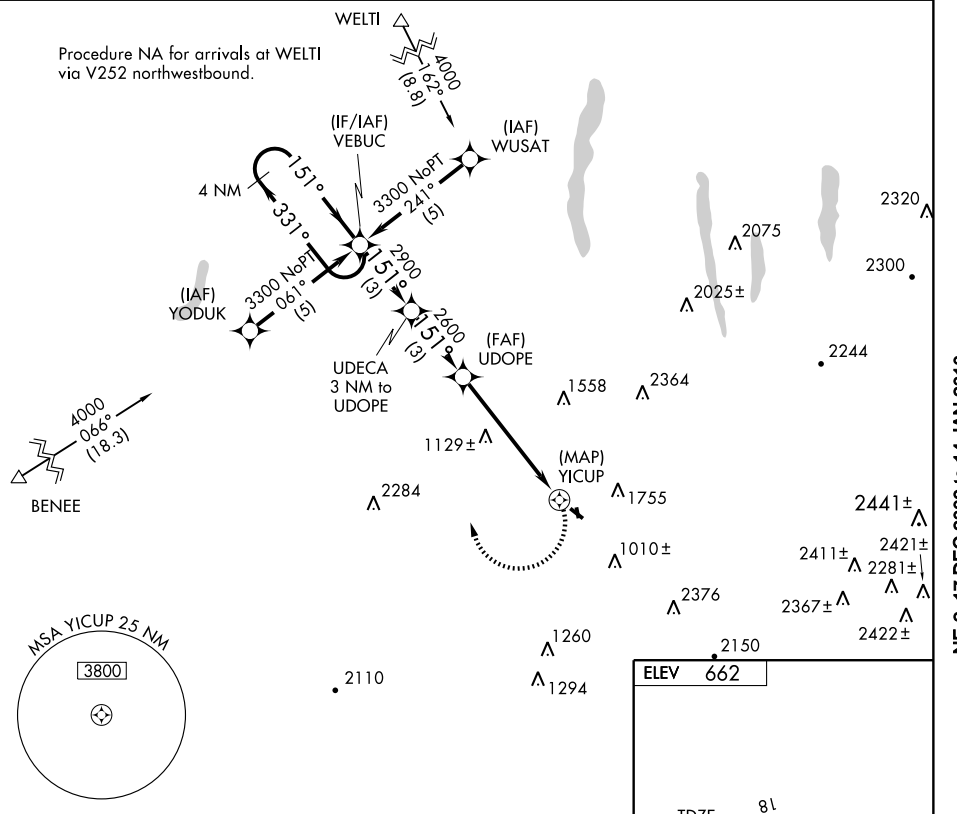
▼

▲

DME/DME RNP-0.3 NA. Procedure NA at night.  
If local altimeter setting not received, use Greater Rochester Intl altimeter setting and increase all MDA's 100 feet.

MISSED APPROACH: Climbing right turn to 3300 direct VEBUC and hold.

ASOS 118.325	ROCHESTER APP CON 123.7 322.3	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern		VEBUC		* VDP NA with Greater Rochester Intl altimeter setting.		3300		VEBUC	
3300 ← 331° 151° →		UDECA		UDOPE		* 1.8 NM to YICUP		YICUP	
VGSI and descent angles not coincident.		2900		2600		2.98° TCH 40			
		3 NM		3 NM		3.8 NM		1.8	
								0.5	
CATEGORY	A		B		C		D		
LNAV MDA	1400-1 765 (800-1)		1400-1¼ 765 (800-1¼)		1400-2¼ 765 (800-2¼)		NA		
CIRCLING	1960-1¼ 1298 (1300-1¼)		2120-1½ 1458 (1500-1½)		2120-3 1458 (1500-3)		NA		

MIRL Rwy 14-32 and 18-36

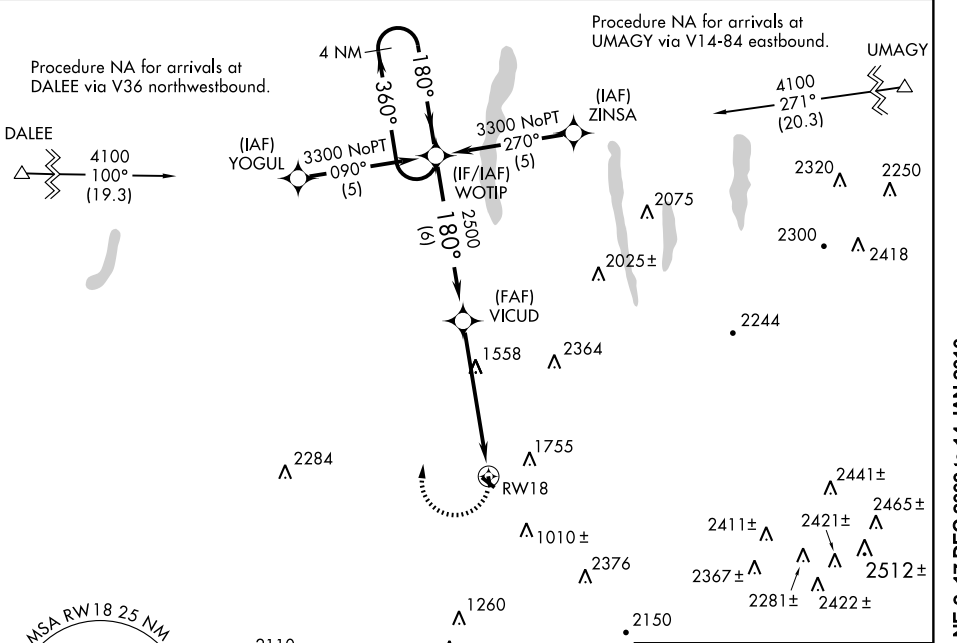
▼

▲

DME/DME RNP-0.3 NA.  
If local altimeter setting not received, use Greater Rochester  
Intl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing right  
turn to 3300 direct WOTIP and hold.

ASOS 118.325	ROCHESTER APP CON 123.7 322.3	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern

WOTIP

3300 360° 180°

VICUD

2500 3.05° TCH 40

6 NM

2 NM

3.7 NM to RW18

3300

WOTIP

\* VDP NA when using Greater Rochester Intl altimeter setting.

\* 3.7 NM to RW18

RW18

ELEV 662

180° to RW18

TDZE 657

81

0.7% UP

0.6% UP

0.24% X 100

3500 X 100

36

32

CATEGORY	A	B	C	D
LNAV MDA	1860-1¼ 1203 (1200-1¼)	1860-1½ 1203 (1200-1½)	1860-3 1203 (1200-3)	NA
CIRCLING	1960-1¼ 1298 (1300-1¼)	2120-1½ 1458 (1500-1½)	2120-3 1458 (1500-3)	NA

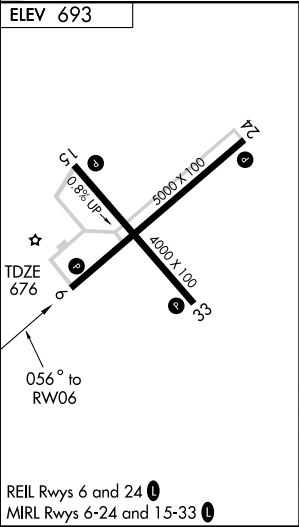
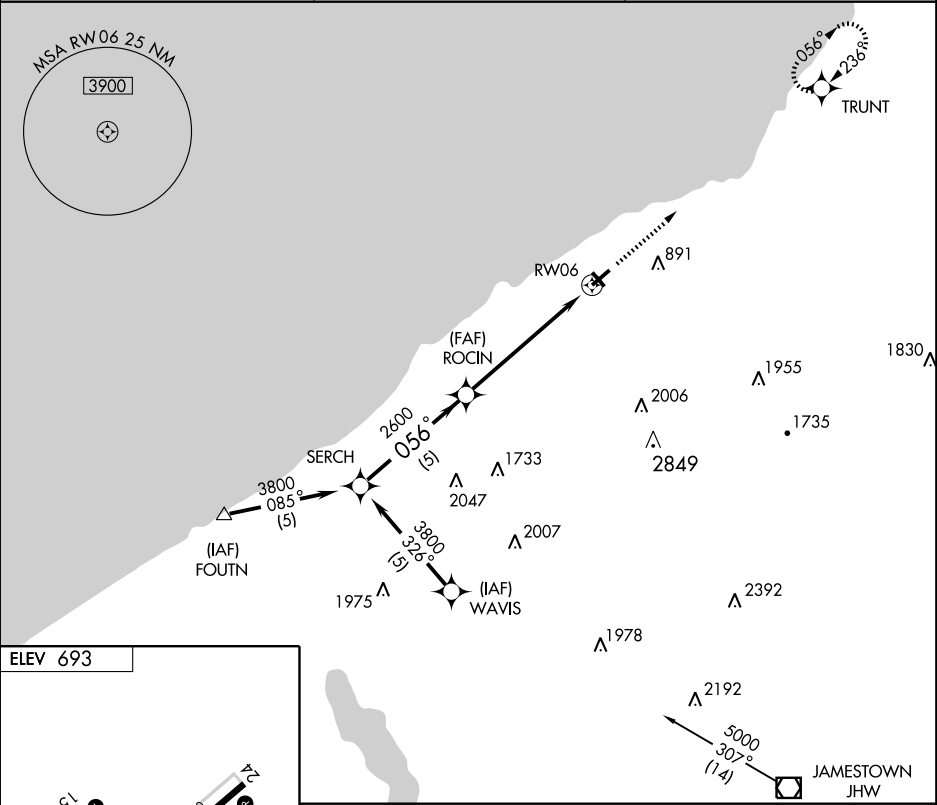
MIRL Rwy 14-32 and 18-36 0

NE-2-17 DEC 2009 to 14 JAN 2010

APP CRS 056°	Rwy Idg TDZE Apt Elev	5000 676 693
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MISSED APPROACH: Climb to 3800 direct TRUNT WP and hold.

ASOS 119.275	BUFFALO APP CON 126.5 317.6	UNICOM 123.075 (CTAF)
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SERCH 3800		ROCIN		3800		TRUNT	
Procedure Turn NA		056°		2600		1.4 NM to RW06	
				2.95°		TCH 48	
				5 NM		4.6 NM	
						1.4 NM	
CATEGORY	A		B		C		D
S-6	1160-1		484 (500-1)		1160-1¼ 484 (500-1¼)		1160-1½ 484 (500-1½)
CIRCLING	1220-1 527 (600-1)		1240-1 547 (600-1)		1280-1½ 587 (600-1½)		1540-2¾ 847 (900-2¾)



ASOS <b>119,275</b>	BUFFALO APP CON <b>126.5 317.6</b>	UNICOM <b>123.075 (CTAF) 0</b>
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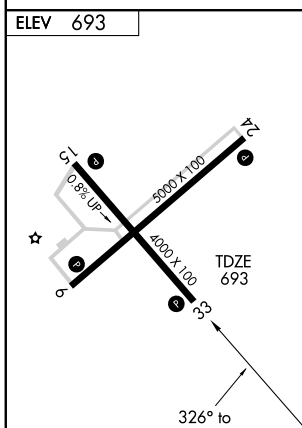
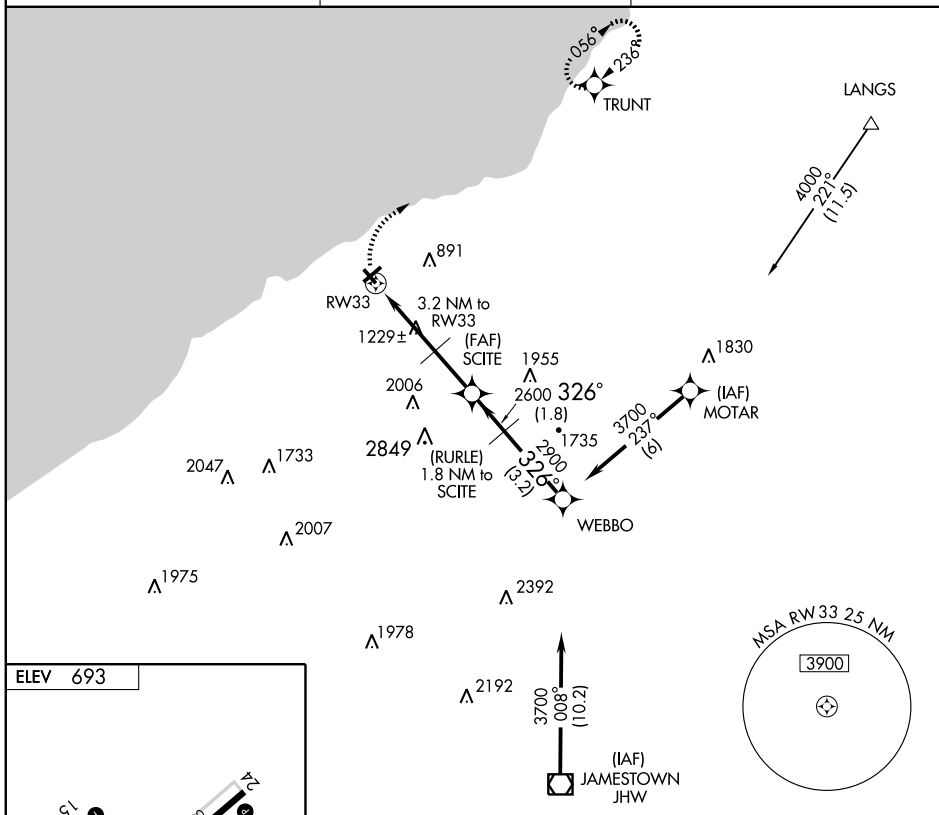


Diagram illustrating the RW33 to WEBBO procedure. Key altitudes and distances are marked:

- Altitudes: 1860, 2600, 2900, 3700
- Distances: 3.2 NM to RW33, 2 NM, 1.8 NM to SCITE, 3.2 NM
- Angles: 3.28° TCH 48, 326°
- Procedure Turn NA
- VGSi and descent angles not coincident.

CATEGORY	A	B	C	D
S-33	1480-1 787 (800-1)	1480-1¼ 787 (800-1¼)	1480-2¼ 787 (800-2¼)	1480-2½ 787 (800-2½)
CIRCLING	1480-1 787 (800-1)	1480-1¼ 787 (800-1¼)	1480-2¼ 787 (800-2¼)	1540-2¾ 847 (900-2¾)

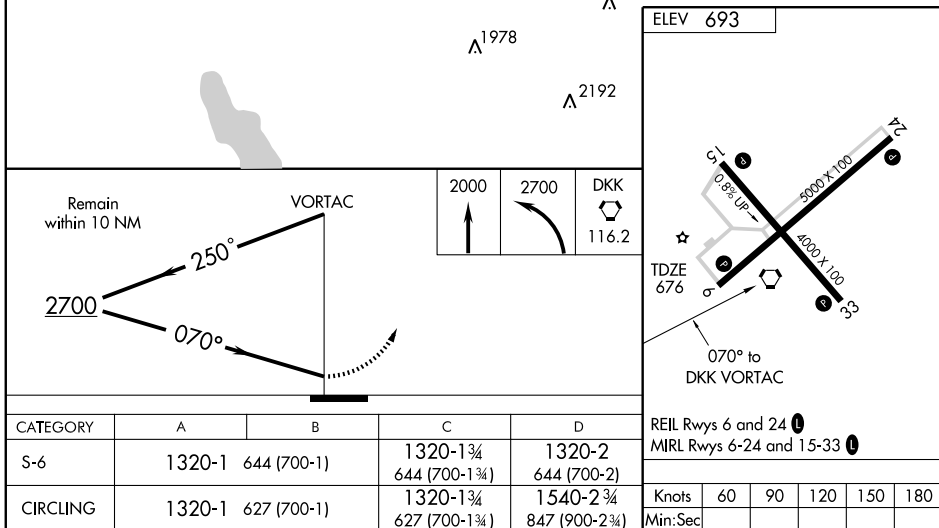
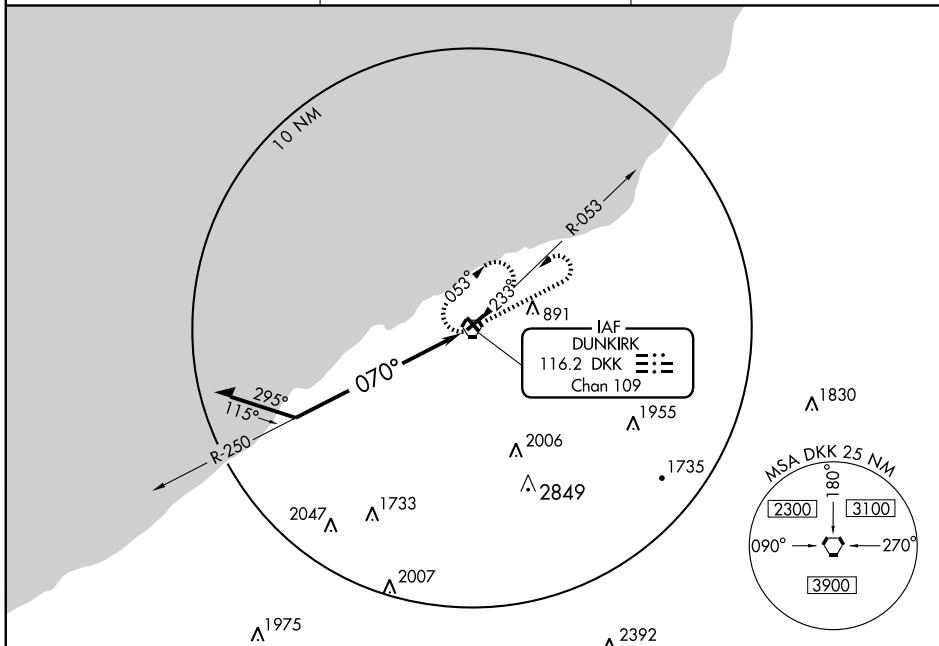
VORTAC DKK <b>116.2</b> Chan <b>109</b>	APP CRS <b>070°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>676</b> <b>693</b>
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VOR RWY 6  
DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)



**MISSED APPROACH:** Climb to 2000, then climbing left turn to 2700 direct DKK VORTAC and hold.

ASOS <b>119.275</b>	BUFFALO APP CON <b>126.5 317.6</b>	UNICOM <b>123.075 (CTAF) 0</b>
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VORTAC DKK 116.2 Chan 109	APP CRS 233°	Rwy Idg TDZE Apt Elev	5000 676 693
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DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

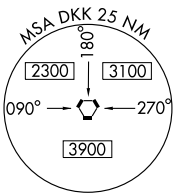
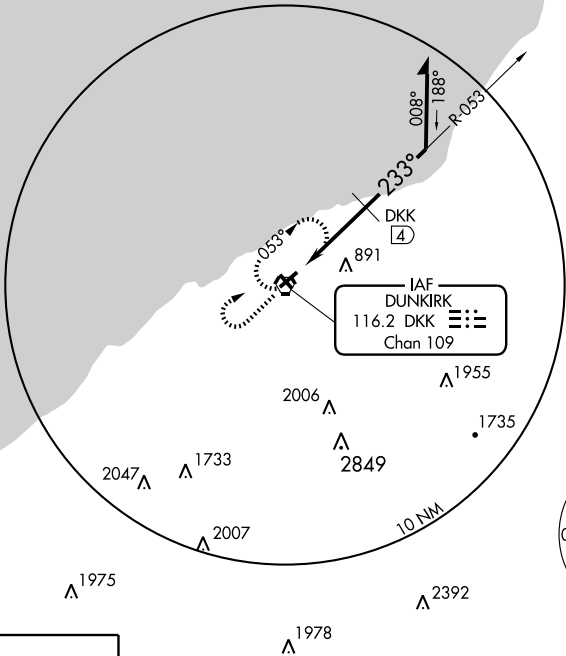


MISSED APPROACH: Climb to 2000, then climbing right turn to 2700 direct DKK VORTAC and hold.

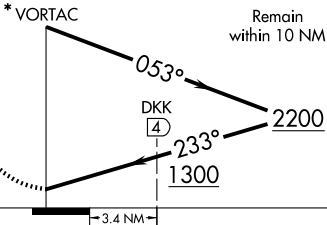
ASOS  
119.275

BUFFALO APP CON  
126.5 317.6

UNICOM  
123.075 (CTAF) 0



ELEV 693



\* Maintain 2700 or above until established outbound for Procedure Turn.

CATEGORY	A	B	C	D
S-24	1300-1	624 (700-1)	1300-1 3/4 624 (700-1 3/4)	1300-2 624 (700-2)
CIRCLING	1300-1	607 (700-1)	1300-1 3/4 607 (700-1 3/4)	1540-2 3/4 847 (900-2 3/4)
DME MINIMUMS				
S-24	1140-1	464 (500-1)	1140-1 1/4 464 (500-1 1/4)	1140-1 1/2 464 (500-1 1/2)
CIRCLING	1220-1 527 (600-1)	1240-1 547 (600-1)	1280-1 1/2 587 (600-1 1/2)	1540-2 3/4 847 (900-2 3/4)

REIL Rwy 6 and 24 0  
MIRL Rwy 6-24 and 15-33 0



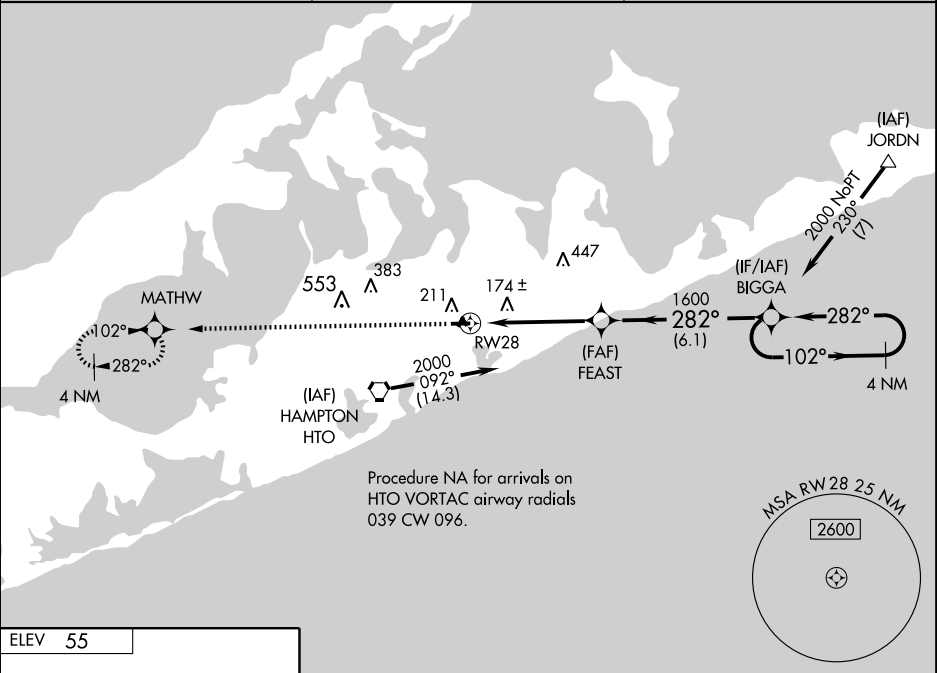
APP CRS	Rwy Idg
282°	4255
	TDZE
	46
	Apt Elev
	55

# RNAV (GPS) RWY 28

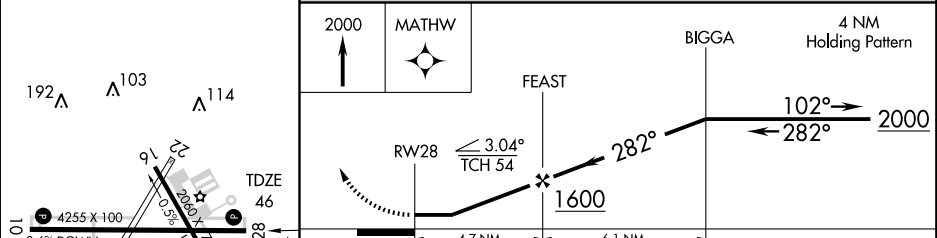
EAST HAMPTON (HTO)

<div><div></div><div>NA</div></div> <div>DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.</div>	MISSED APPROACH: Climb to 2000 direct MATHW and hold.
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NEW YORK APP CON 125.975 343.65	CLNC DEL 118.95	UNICOM 122.7 (CTAF) 1
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ELEV 55
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CATEGORY	A	B	C	D
LNNAV MDA	440-1	394 (400-1)		440-1¼ 394 (400-1¼)
CIRCLING	560-1	505 (600-1)	560-1½ 505 (600-1½)	620-2 565 (600-2)
WESTHAMPTON BEACH ALTIMETER SETTING MINIMUMS				
LNNAV MDA	480-1	434 (500-1)	480-1¼ 434 (500-1¼)	480-1½ 434 (500-1½)
CIRCLING	600-1	545 (600-1)	600-1½ 545 (600-1½)	620-2 565 (600-2)

MIRL Rwy 10-28 1  
REIL Rwy 10 and 28 1

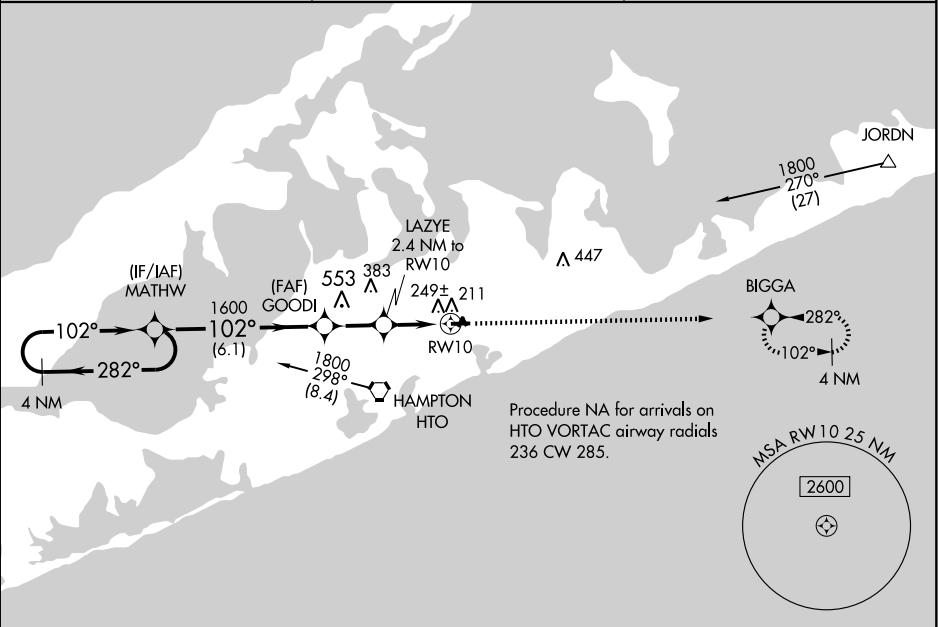
APP CRS	Rwy Idg
102°	4255
	TDZE
	55
	Apt Elev
	55

# RNAV (GPS) Y RWY 10

EAST HAMPTON (HTO)

<div><div></div><div>NA</div></div>	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.	MISSED APPROACH: Climb to 2000 direct BIGGA and hold.
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NEW YORK APP CON 125.975 343.65	CLNC DEL 118.95	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern

MATHW

GOODI

LAZY 2.4 NM to RW10

3.10° TCH 60

1800

282°

102°

102°

282°

1600

860

6.1 NM

2.1 NM

2.4 NM

RW10

2000

BIGGA

CATEGORY	A	B	C	D
RNAV MDA	500-1	445 (500-1)	500-1¼ 445 (500-1¼)	500-1½ 445 (500-1½)
CIRCLING	560-1	505 (600-1)	560-1½ 505 (600-1½)	620-2 565 (600-2)
WESTHAMPTON BEACH ALTIMETER SETTING MINIMUMS				
RNAV MDA	560-1	505 (600-1)	560-1½	505 (600-1½)
CIRCLING	600-1	545 (600-1)	600-1½ 545 (600-1½)	620-2 565 (600-2)

ELEV 55

192°

103°

114°

102° to RW10

0.6% DOWN

0.5% UP

TDZE 55

95°

77°

28

MIRL Rwy 10-28

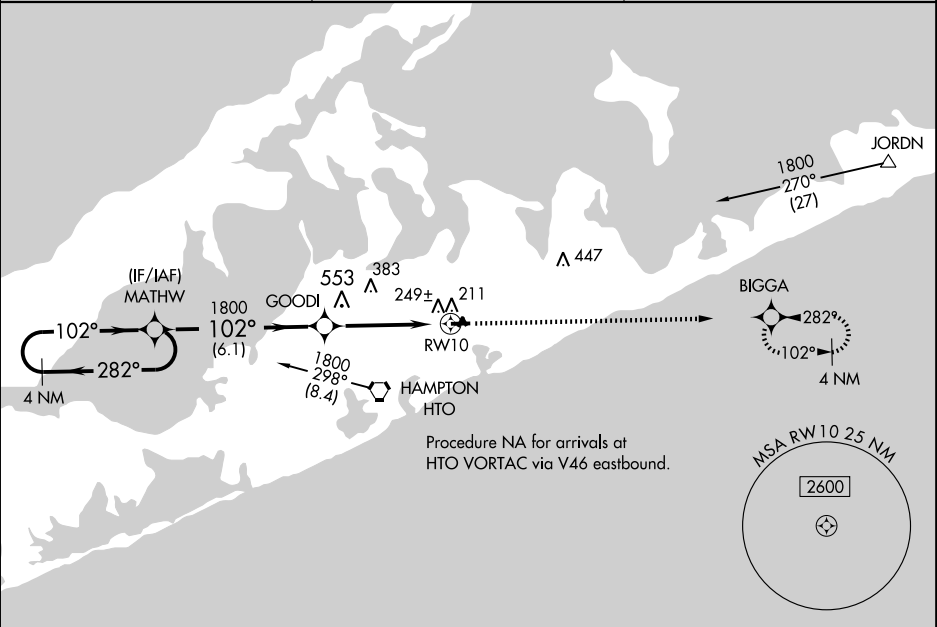
REIL Rwy 10 and 28

WAAS CH <b>40112</b> <b>W10A</b>	APP CRS <b>102°</b>	Rwy Idg <b>4255</b> TDZE <b>55</b> Apt Elev <b>55</b>
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RNAV (GPS) Z RWY 10  
EAST HAMPTON (HTO)

<p><b>NA</b></p> <p>Baro-VNAV NA when using Westhampton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 50°C (122°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.</p>	<p>MISSED APPROACH: Climb to 2000 direct BIGGA and hold.</p>
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NEW YORK APP CON <b>125.975 343.65</b>	CLNC DEL <b>118.95</b>	UNICOM <b>122.7 (CTAF) 0</b>
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4 NM Holding Pattern		MATHW	GOODI	2000	BIGGA
1800		102°	1800	102°	1800
GS 3.47° TCH 60		6.1 NM	4.5 NM	RW10	
CATEGORY		A	B	C	D
LPV	DA	408-1 353 (400-1)			NA
LNAV/VNAV	DA	524-1½ 469 (500-1½)			NA
CIRCLING		560-1½ 505 (600-1½)			NA
WESTHAMPTON BEACH ALTIMETER SETTING MINIMUMS					
LPV	DA	453-1¼ 398 (400-1¼)			NA
LNAV/VNAV	DA	569-1½ 514 (600-1½)			NA
CIRCLING		600-1½ 545 (600-1½)			NA

ELEV	55
192° 103° 114°	
102° to RW10	
0.6% DOWN	
TDZE	55
MIRL Rwy 10-28 0	
REIL Rwy 10 and 28 0	

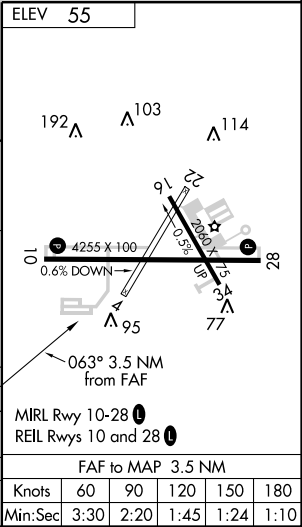
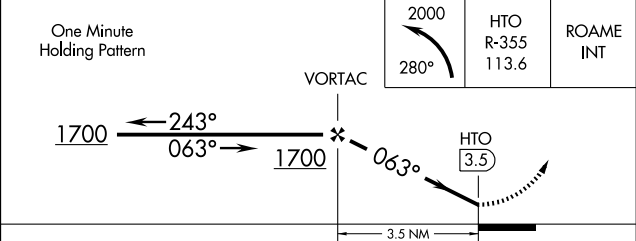
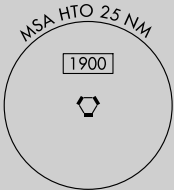
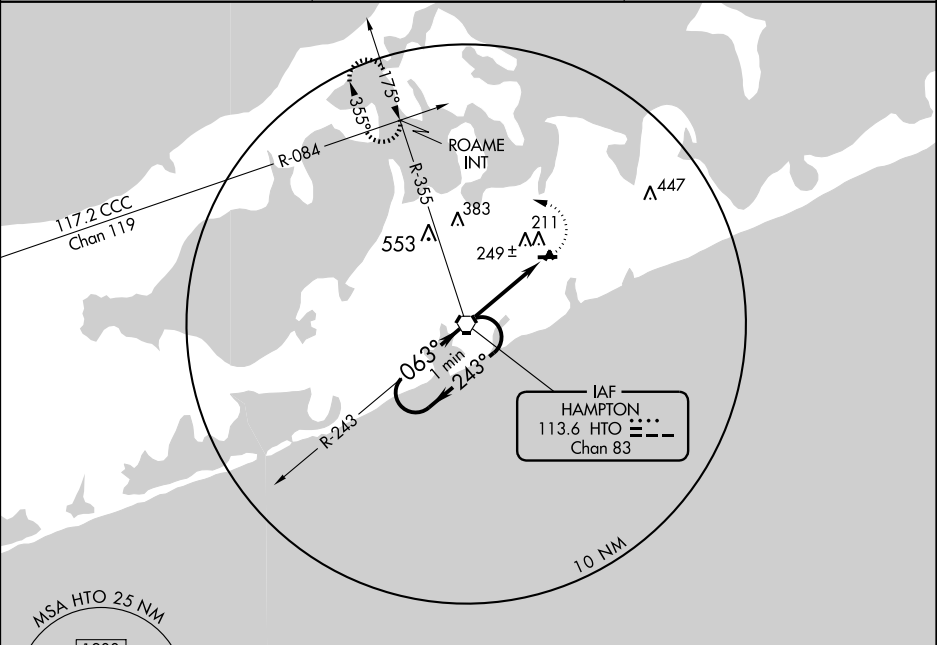
VORTAC HTO	APP CRS	Rwy Idg	N/A
113.6	063°	TDZE	N/A
Chan 83		Apt Elev	55

VOR-A  
EAST HAMPTON (HTO)

Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 via heading 280° and HTO VORTAC R-355 to ROAME INT and hold.

NEW YORK APP CON	CLNC DEL	UNICOM
125.975 343.65	118.95	122.7 (CTAF) 0



CATEGORY	A	B	C	D
CIRCLING	560-1 505 (600-1)	560-1½ 505 (600-1½)	620-2 565 (600-2)	
WESTHAMPTON BEACH ALTIMETER SETTING MINIMUMS				
CIRCLING	600-1 545 (600-1)	600-1½ 545 (600-1½)	620-2 565 (600-2)	

FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

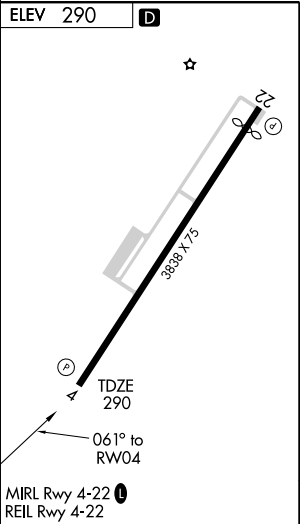
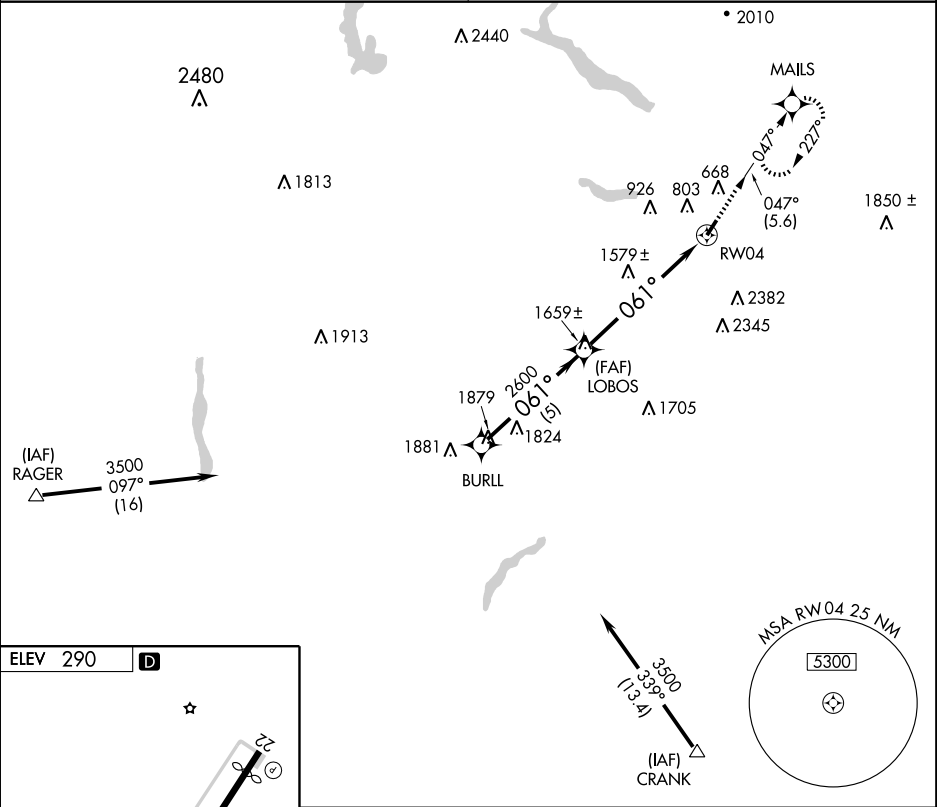
APP CRS	Rwy Idg	3538
061°	TDZE	290
	Apt Elev	290

Use Stewart Intl altimeter setting.  
Circling not authorized east of Rwy 4-22.

MISSED APPROACH: Climb to 6000 via  
047° course to MAILS WP and hold.

NEW YORK APP CON  
132.75 363.1

UNICOM  
122.8 (CTAF)



BURLL		LOBOS		RWY 04	
3500		2600			
Procedure Turn NA					
5 NM		6 NM			
CATEGORY	A	B	C	D	
S-4	2180-1¼ 1890 (1900-1¼)	2180-1½ 1890 (1900-1½)	NA		
CIRCLING	2180-1¼ 1890 (1900-1¼)	2180-1½ 1890 (1900-1½)	NA		

▽

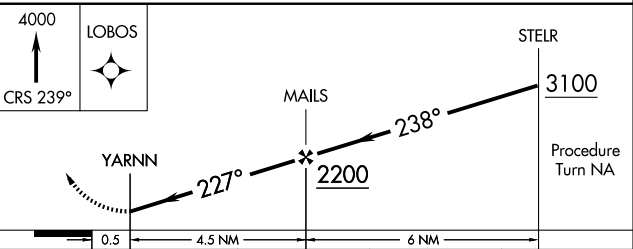
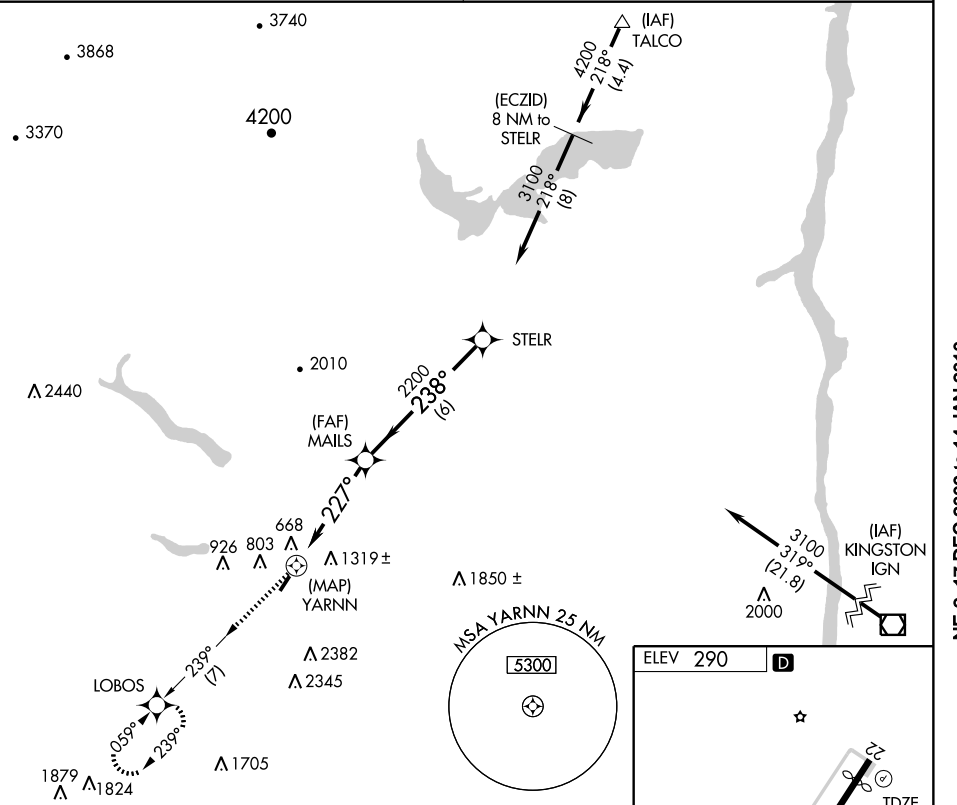
NA

Use Stewart Intl altimeter setting.  
Circling not authorized east of Rwy 4-22.

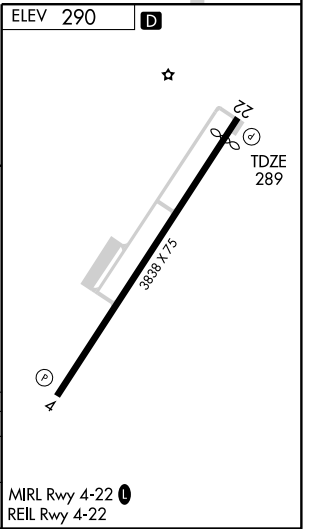
MISSED APPROACH: Climb to 4000 via  
239° course to LOBOS WP and hold.

NEW YORK APP CON  
132.75 363.1

UNICOM  
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-22	2080-1¼ 1791 (1800-1¼)	2080-1½ 1791 (1800-1½)	NA	
CIRCLING	2080-1¼ 1790 (1800-1¼)	2080-1½ 1790 (1800-1½)	NA	

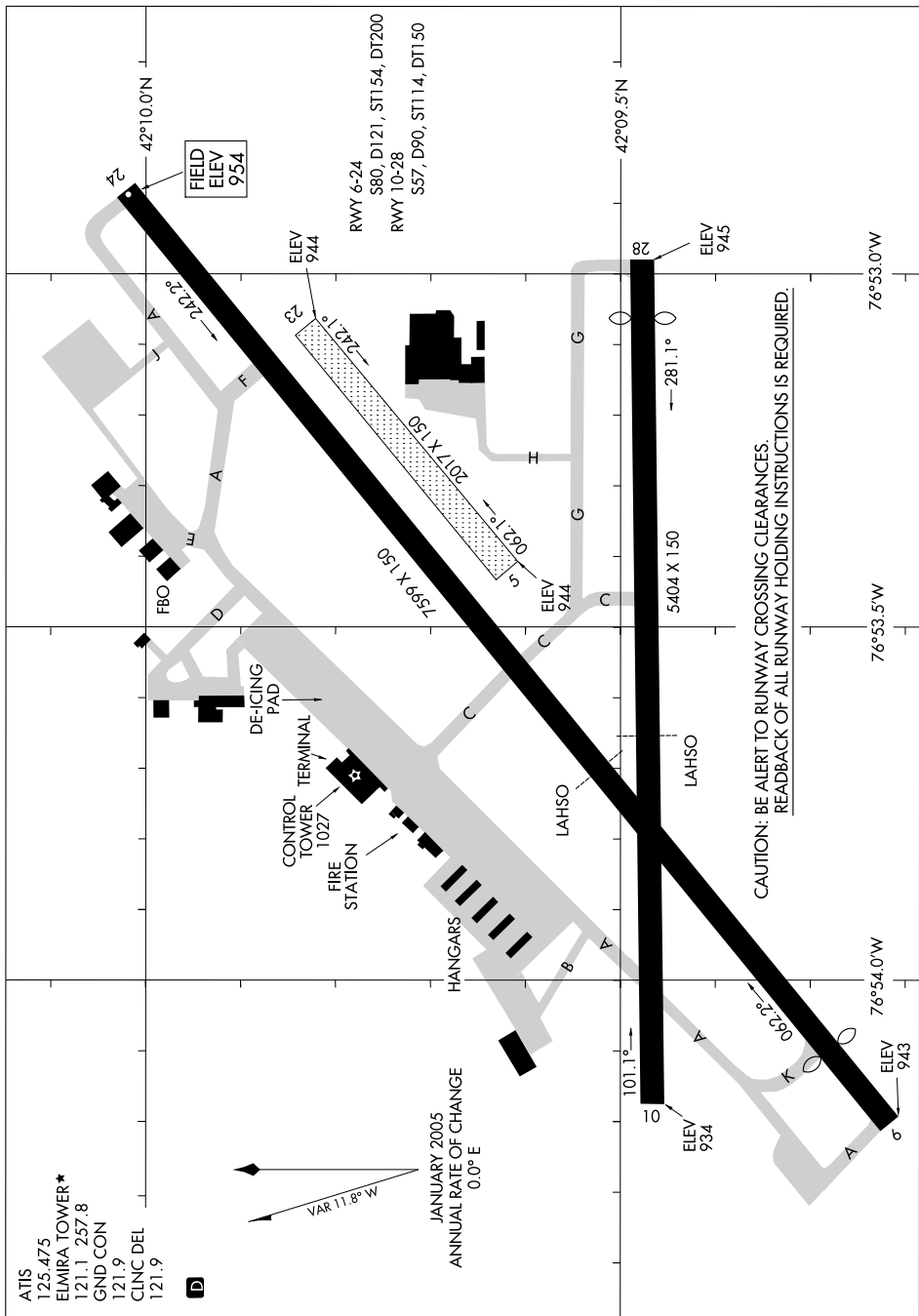


MIRL Rwy 4-22 0  
REIL Rwy 4-22

# AIRPORT DIAGRAM

AL-131 (FAA)

ELMIRA/CORNING RGNL (ELM)  
ELMIRA, NEW YORK



NE-2, 17 DEC 2009 to 14 JAN 2010

## ELMIRA TWO DEPARTURE

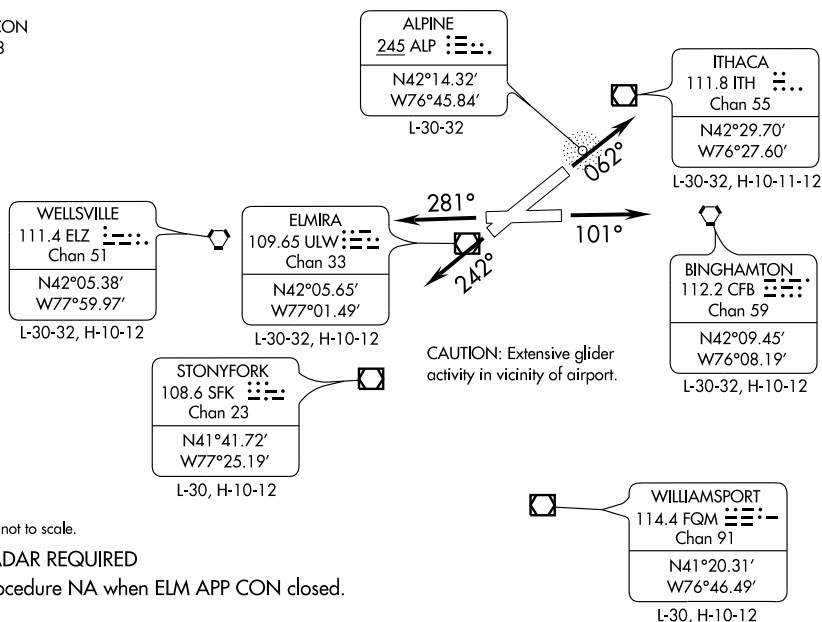
SL-131 (FAA)

ELMIRA/CORNING RGNL (ELM)  
ELMIRA, NEW YORK

ATIS 125.475  
CLNC DEL  
121.9  
GND CON  
121.9  
ELMIRA TOWER ★  
121.1 257.8  
ELMIRA DEP CON  
119.45 257.8

TAKE-OFF MINIMUMS:

Rwy 5, 23, NA - ATC.  
Rwy 6, 600-2¾ or STANDARD with minimum climb of 325' per NM to 1700.  
Rwy 10, STANDARD with minimum climb of 449' per NM to 1600.  
Rwy 24, STANDARD with minimum climb of 423' per NM to 2400.  
Rwy 28, STANDARD with minimum climb of 636' per NM to 2100.



NOTE: Chart not to scale.

NOTE: RADAR REQUIRED

NOTE: Procedure NA when ELM APP CON closed.

TAKE-OFF OBSTACLES:

NOTE: Rwy 6: Multiple trees beginning 984' from DER, 228' left of centerline, up to 34' AGL/1023' MSL.

Multiple trees 2.1 NM from DER, 3938' left of centerline, up to 100' AGL/1499' MSL.

Multiple trees beginning 809' from DER, 102' right of centerline, up to 39' AGL/1028' MSL.

NOTE: Rwy 10: Poles and multiple trees beginning 551' from DER, 38' left of centerline, up to 49' AGL/998' MSL.

Pole and multiple trees beginning 130' from DER, 125' right of centerline, up to 63' AGL/1012' MSL.

NOTE: Rwy 24: Sign and Multiple Trees beginning 870' from DER, 528' left of centerline, up to 48' AGL/1006' MSL.

NOTE: Rwy 28: Multiple trees beginning 1341' from DER, 289' left of centerline, up to 73' AGL/1012' MSL.

Tower and multiple trees beginning 440' from DER, 472' right of centerline, up to 92' AGL/1031' MSL.



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 06: Climb heading 062° to 4000, thence. . . .TAKE-OFF RUNWAY 24: Climb heading 242° to 4000, thence. . . .TAKE-OFF RUNWAY 10: Climb heading 101° to 4000, thence. . . .TAKE-OFF RUNWAY 28: Climb heading 281° to 4000, thence. . . .

. . . . Expect radar vectors to join assigned route/fix. Expect clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If radio contact is not established/lost within 2 minutes after departure, proceed on course and climb to 5000'. Ten minutes after departure, climb to filed altitude/flight level.

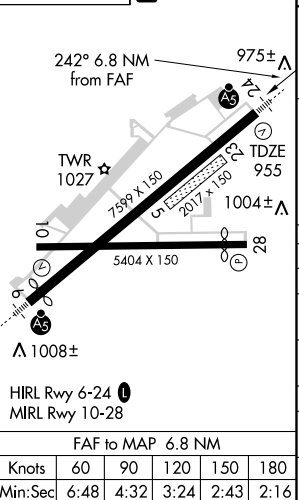
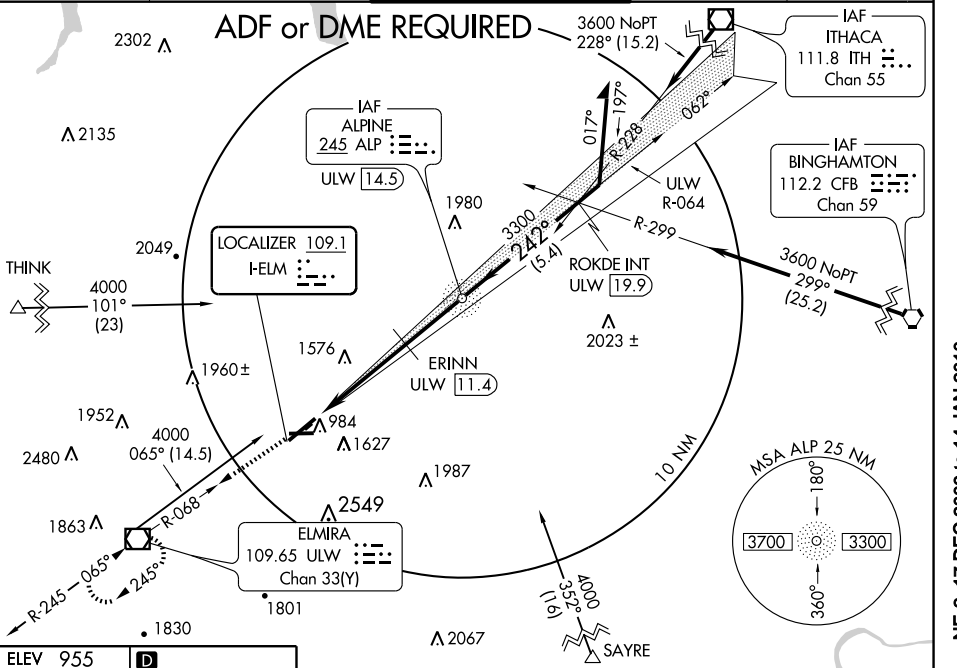


DME from ULW VOR/DME.

MALS R

MISSED APPROACH: Climb to 4000 via ULW R-068 to ULW VOR/DME and hold.

ATIS 125.475	ELMIRA APP CON ★ 119.45 257.8	ELMIRA TOWER ★ 121.1 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
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4000

↑

ULW R-068

ULW

109.65

ERINN

ULW

11.4

NDB

ULW

14.5

Remain within 10 NM

ULW

7.7

3215

062°

242°

3600

2040\*

\* LOC only

3300

GS 3.00°

TCH 55

3.6 NM

3.2 NM

CATEGORY	A	B	C	D
S-ILS 24	1205/24 250 (300-½)			
S-LOC 24	2040/40 1085 (1100-¾)	2040/50 1085 (1100-1)	2040-2½ 1085 (1100-2½)	
CIRCLING	2060-1¼ 1105 (1200-1¼)	2120-1½ 1165 (1200-1½)	2140-3 1185 (1200-3)	

ERINN FIX MINIMUMS

S-LOC 24	1600/24 645 (700-½)	1600/60 645 (700-1¼)	1600-1½ 645 (700-1½)
CIRCLING	2060-1¼ 1105 (1200-1¼)	2120-1½ 1165 (1200-1½)	2140-3 1185 (1200-3)

NE-2, 17 DEC 2009 to 14 JAN 2010

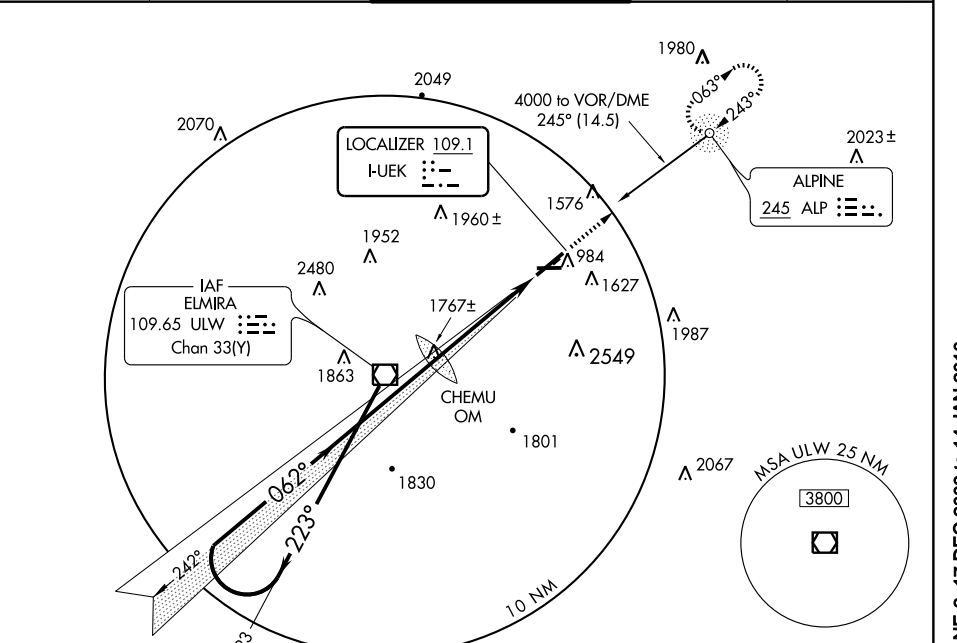
▼

▲

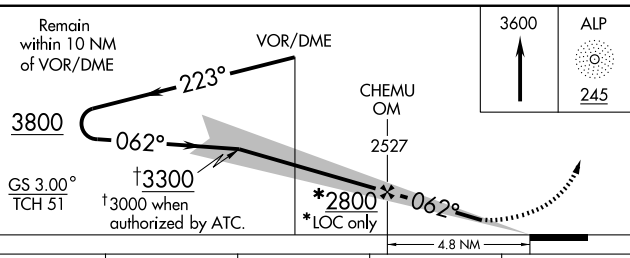
MALSR

MISSED APPROACH: Climb to 3600  
direct to ALP NDB and hold.

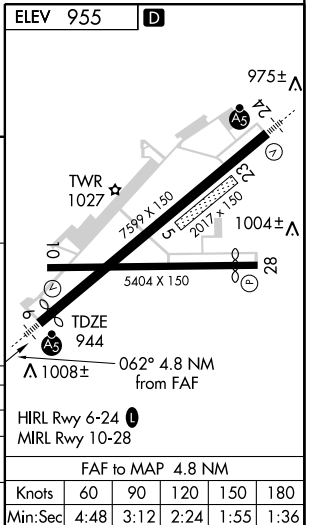
ATIS 125.475	ELMIRA APP CON ★ 119.45 257.8	ELMIRA TOWER ★ 121.1 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
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ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 6	1144-1/2 200 (200-1/2)			
S-LOC 6	2020-3/4 1076 (1200-3/4)	2020-1 1076 (1100-1)	2020-2 1/2 1076 (1100-2 1/2)	
CIRCLING	2060-1 1/4 1105 (1200-1 1/4)	2120-1 1/2 1165 (1200-1 1/2)	2140-3 1185 (1200-3)	







HIRL Rwy 6-24 1					
MIRL Rwy 10-28					
FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

APP CRS <b>062°</b>	Rwy Idg TDZE Apt Elev	<b>6999</b> <b>944</b> <b>955</b>
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## RNAV (GPS) RWY 6

ELMIRA/CORNING RGNL (ELM)

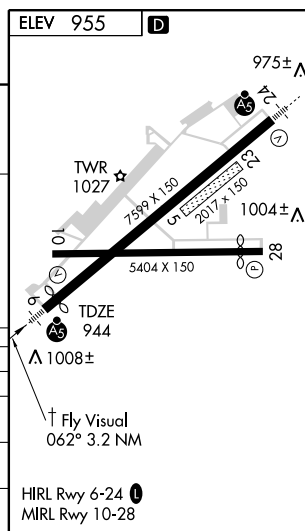
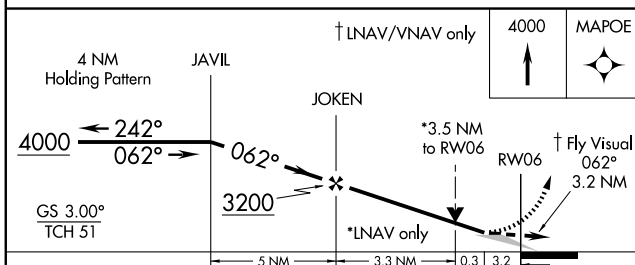
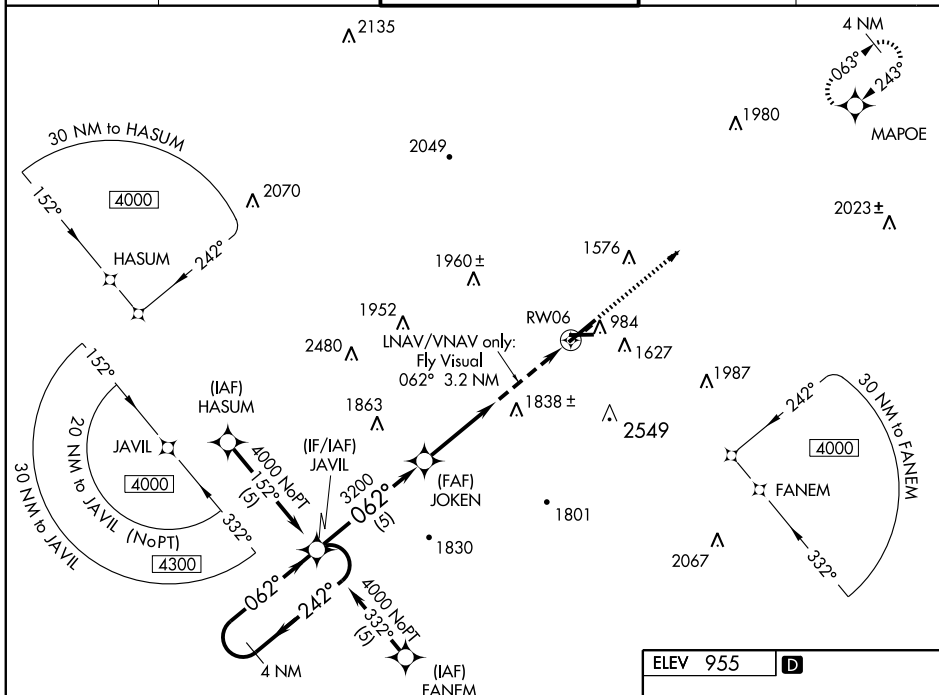
 Inoperative table does not apply to LNAV/VNAV.  NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).	 MALSR  A5	MISSED APPROACH: Climb to 4000 direct MAPOE WP and hold.
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ATIS  
125.475

ELMIRA APP CON ★  
119.45 257.8

ELMIRA TOWER ★  
121.1 (CTAF) L 257.8

GND CON  
**121.9**

UNICOM  
122.95

CATEGORY	A	B	C	D
GLS PA DA	NA			
INAV/ VNAV DA	2020-2 1076 (1100-2)		2020-3 1076 (1100-3)	
INAV MDA	2100- $\frac{3}{4}$ 1156 (1200- $\frac{3}{4}$ )	2100-1 1156 (1200-1)	2100-2 $\frac{1}{2}$ 1156 (1200-2 $\frac{1}{2}$ )	
CIRCLING	2100-2 1145 (1200-2)	2120-2 1165 (1200-2)	2140-3 1185 (1200-3)	

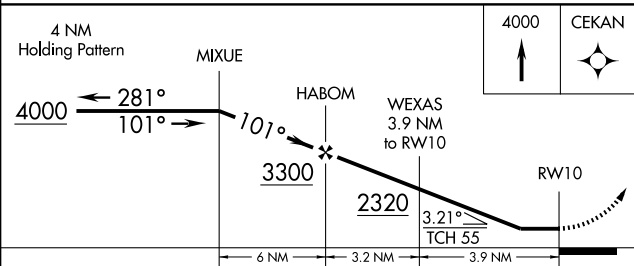
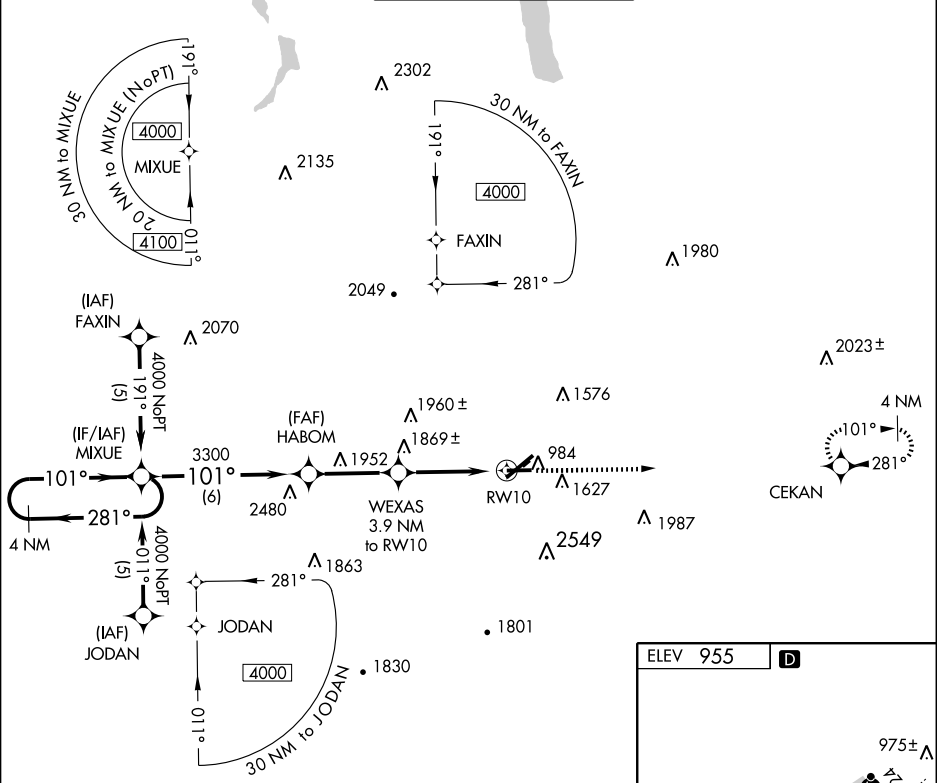
APP CRS	Rwy Idg	5004
101°	TDZE	942
	Apt Elev	955

# RNAV (GPS) RWY 10

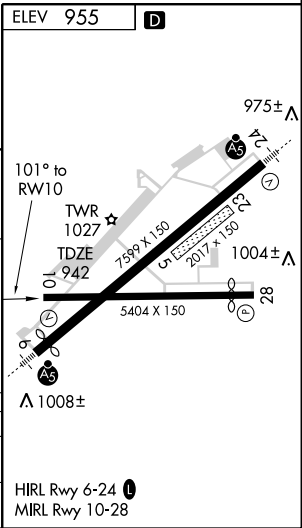
ELMIRA/CORNING RGNL (ELM)

 GPS or RNP-0.3 required.  NA DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 4000 direct CEKAN WP and hold.
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ATIS 125.475	ELMIRA APP CON ★ 119.45 257.8	ELMIRA TOWER ★ 121.1 (CTAF) 257.8	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LNAV MDA	2120-1¼ 1178 (1200-1¼)	2120-1½ 1178 (1200-1½)	2120-3 1178 (1200-3)	
CIRCLING	2120-1¼ 1165 (1200-1¼)	2120-1½ 1165 (1200-1½)	2120-3 1165 (1200-3)	



APP CRS <b>242°</b>	Rwy Idg TDZE Apt Elev	<b>7599</b> <b>955</b> <b>955</b>
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## RNAV (GPS) RWY 24

ELMIRA/CORNING RGNL (ELM)

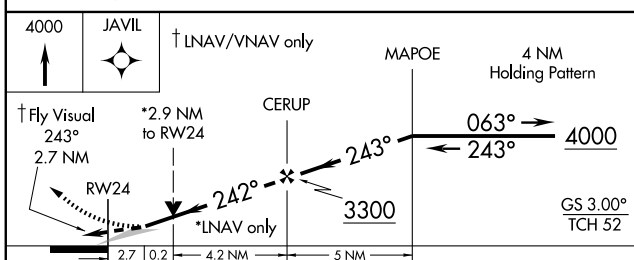
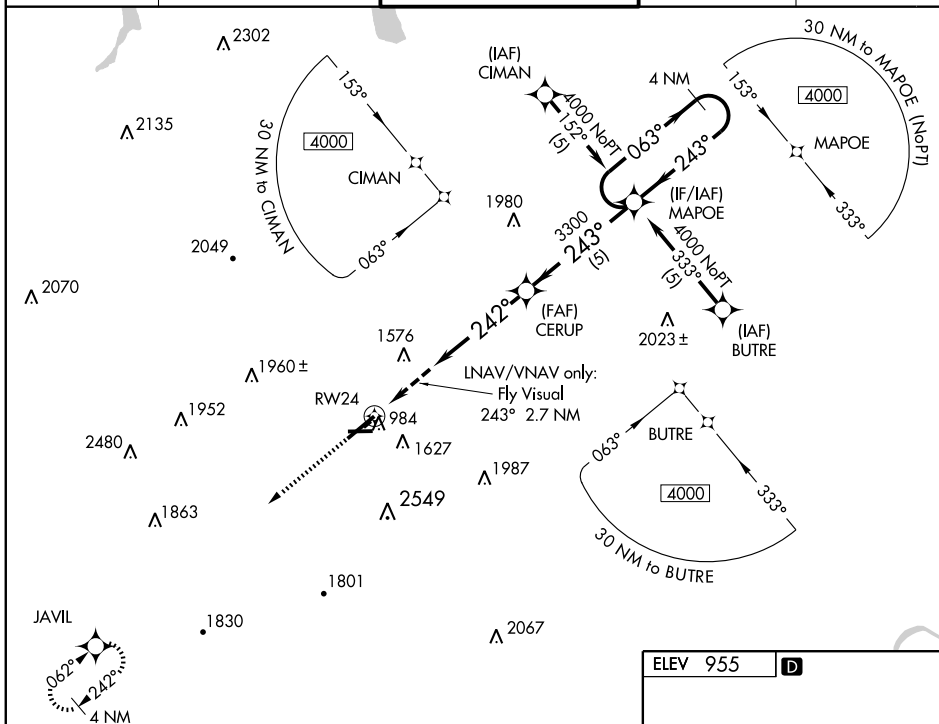
<p>▼</p> <p>▲ NA</p>	<p>Inoperative table does not apply to LNAV/VNAV. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F).</p>	<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 4000 direct JAVIL WP and hold.</p>
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ATIS  
125.475

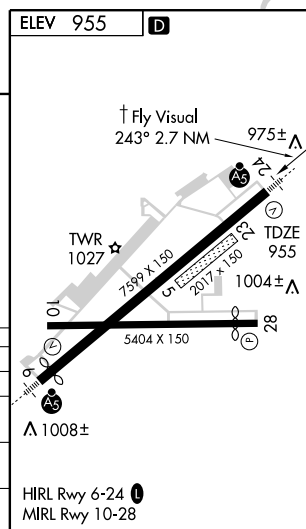
ELMIRA APP CON ★  
119.45 257.8

ELMIRA TOWER ★  
121.1 (CTAF) L 257.8

GND CON  
**121.9**

UNICOM  
122.95

CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1860-2	905 (1000-2)	1860-2 $\frac{3}{4}$ 905 (1000-2 $\frac{3}{4}$ )	1860-3 905 (1000-3)
LNAV MDA	1920/40 965 (1000- $\frac{3}{4}$ )	1920/50 965 (1000-1)	1920-2 $\frac{1}{2}$	965 (1000-2 $\frac{1}{2}$ )
CIRCLING	2060-2 1105 (1200-2)	2120-2 1165 (1200-2)	2140-2 $\frac{3}{4}$ 1185 (1200-2 $\frac{3}{4}$ )	2140-3 1185 (1200-3)

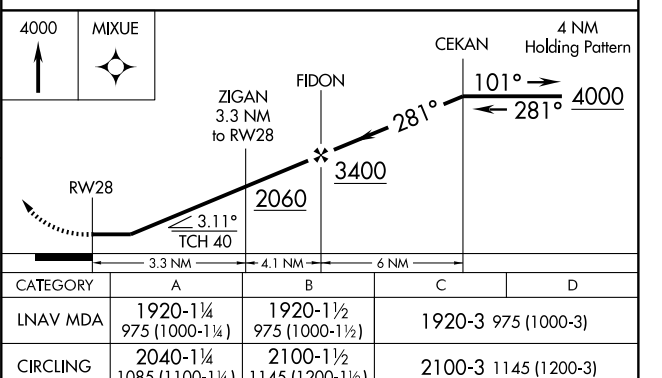
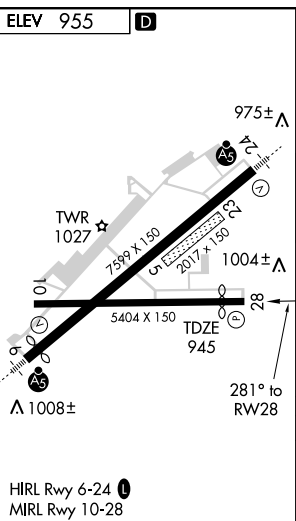
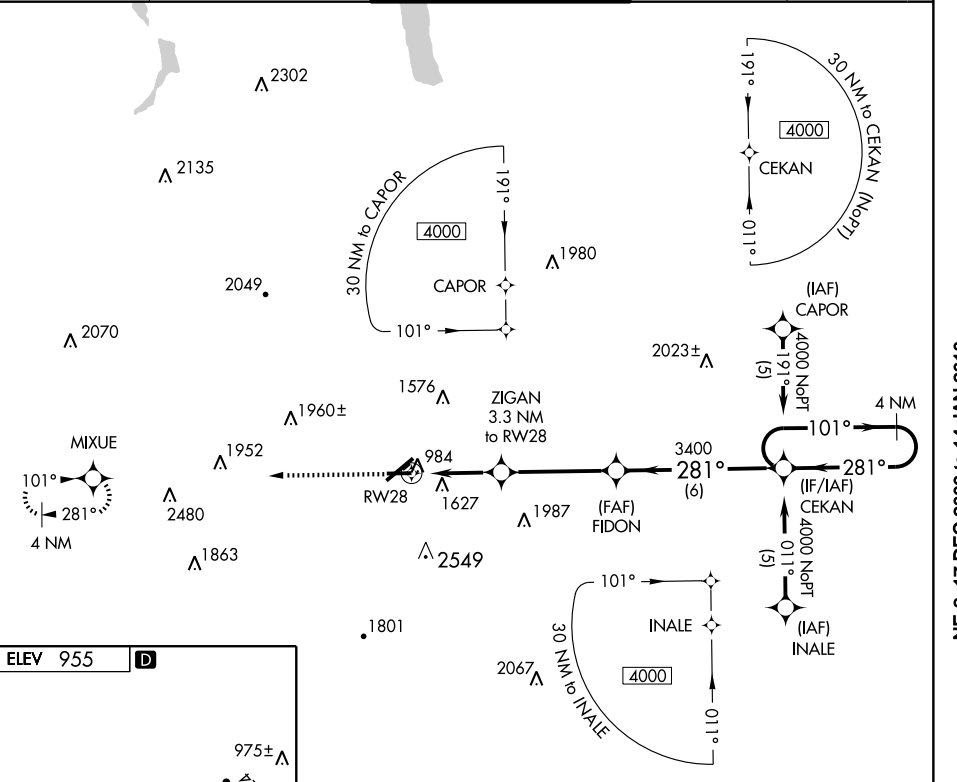


GPS or RNP-0.3 required.

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct MIXUE WP and hold.

ATIS 125.475	ELMIRA APP CON ★ 119.45 257.8	ELMIRA TOWER ★ 121.1 (CTAF) 257.8	GND CON 121.9	UNICOM 122.95
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NE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	3900
223°	TDZE	833
	Apt Elev	833

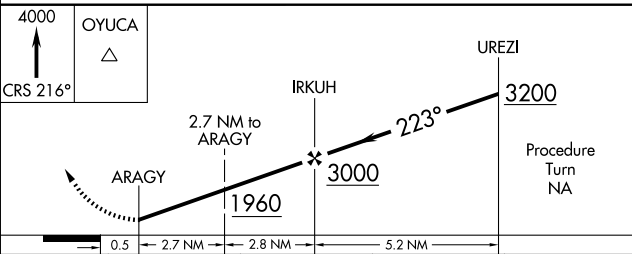
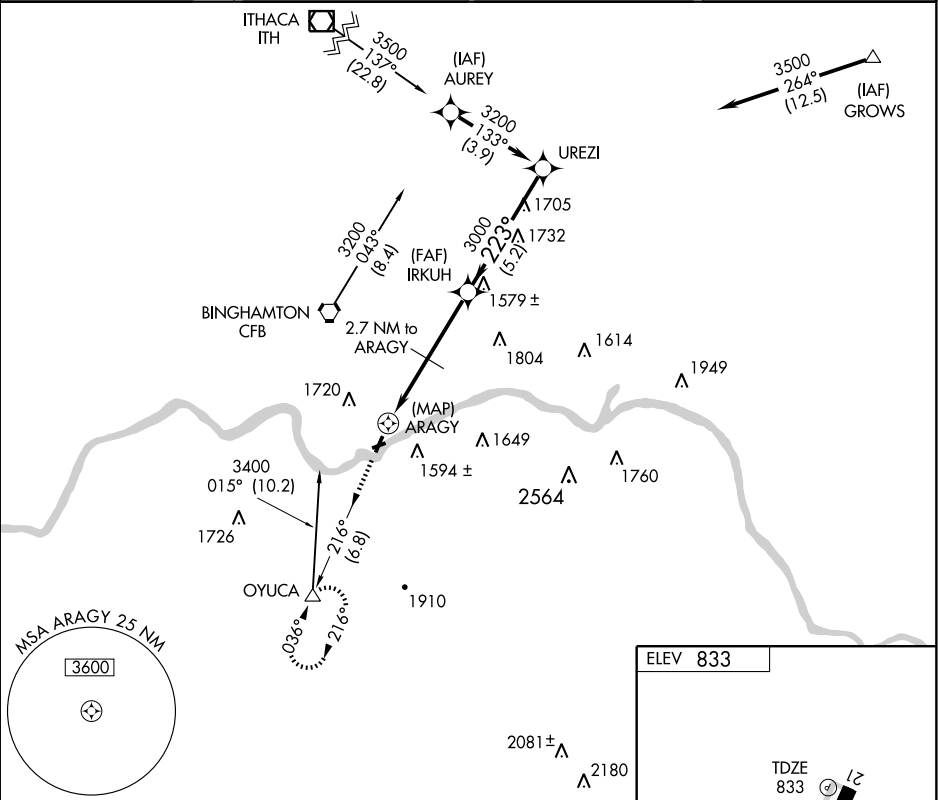
# GPS RWY 21

ENDICOTT/ TRI-CITIES (CZG)

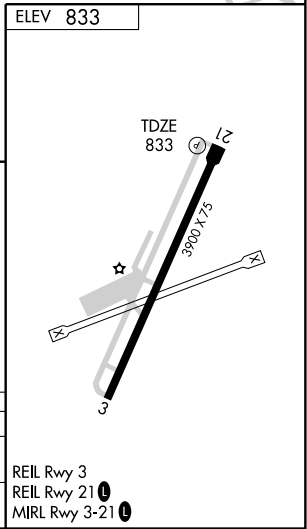
When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 140 feet, and S-21 Cat B/C visibility ¼ mile.  
Circling to Rwy 3 NA at night.

MISSED APPROACH: Climb to 4000 via 216° course to OYUCA WP and hold.

AWOS-3 119.075	BINGHAMTON APP CON ★ 118.6 257.625	CLNC DEL 121.7	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
S-21	1720-1¼ 1107 (1200-1¼)	887 (900-1¼)	1720-2¾ 887 (900-2¾)	NA
CIRCLING	1940-1¼ 1107 (1200-1¼)	1960-1½ 1127 (1200-1½)	2040-3 1207 (1300-3)	NA



VORTAC CFB <b>112.2</b> Chan <b>59</b>	APP CRS <b>170°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>833</b>
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VOR or GPS-A  
ENDICOTT/ TRI-CITIES (CZG)

**T**  
**A** NA When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 140 feet. Circling to Rwy 3 NA at night.

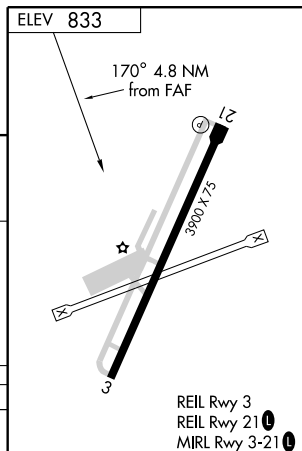
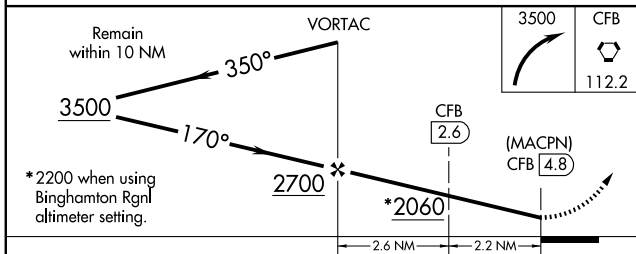
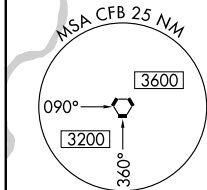
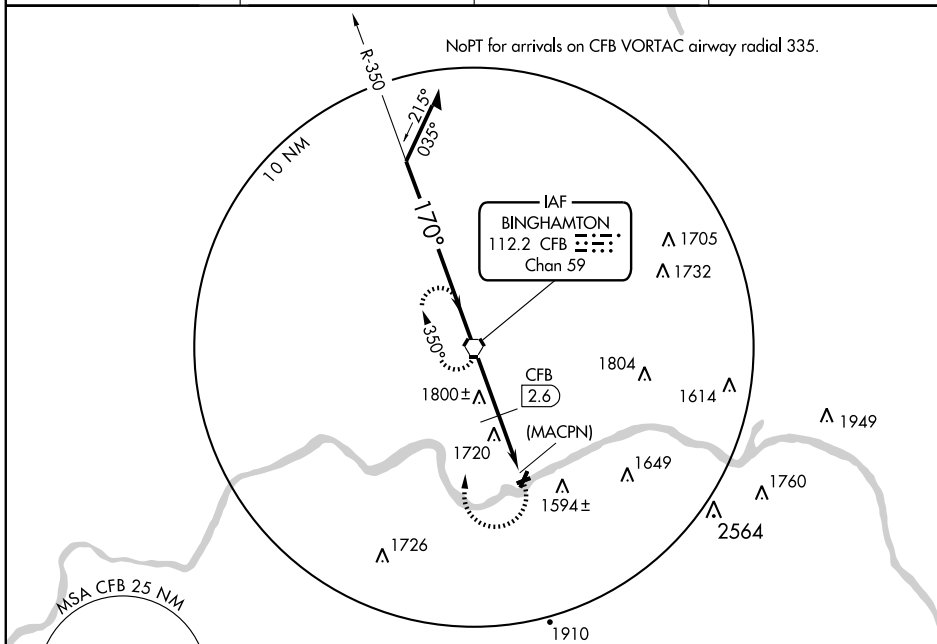
**MISSED APPROACH:** Climbing right turn to 3500 direct to CFB VORTAC and hold.

AWOS-3  
119.075

BINGHAMTON APP CON ★  
118.6 257.625

CLNC DEL  
**121.7**

UNICOM  
122.8 (CTAF) **L**



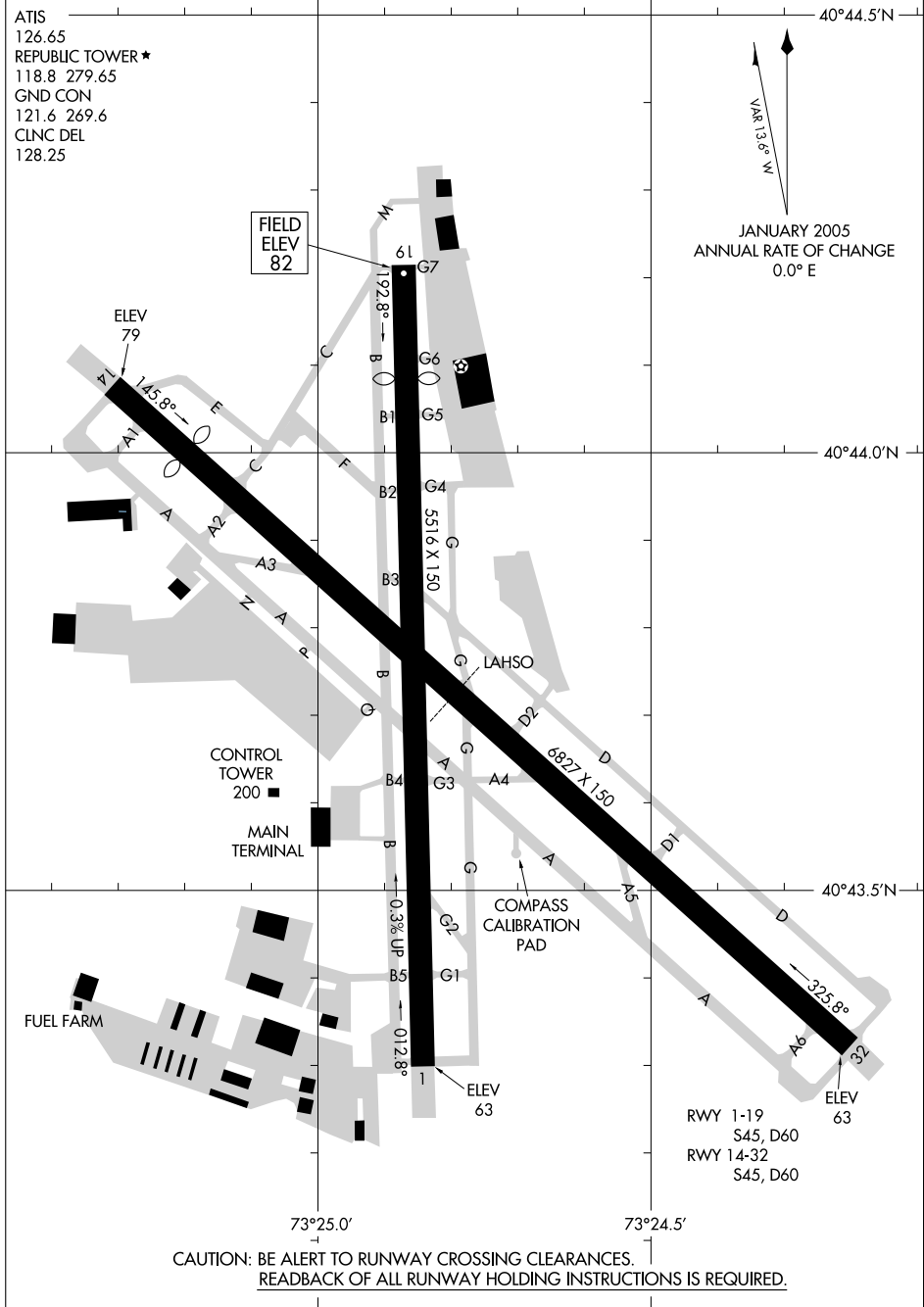
CATEGORY	A	B	C	D
CIRCLING	2060-1¼ 1227 (1300-1¼)	2060-1½ 1227 (1300-1½)	2060-3 1227 (1300-3)	NA
DME MINIMUMS				
CIRCLING	2000-1¼ 1167 (1200-1¼)	2000-1½ 1167 (1200-1½)	2040-3 1207 (1300-3)	NA

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



# AIRPORT DIAGRAM

AL-704 (FAA)

FARMINGDALE / REPUBLIC (FRG)  
FARMINGDALE, NEW YORK

# CAMRN FOUR ARRIVAL

NEW YORK, NEW YORK

NEW YORK APP CON

127.4 269.0

KENNEDY INTL ATIS ARR 128.725

(NE) 117.7 (SW) 115.4

REPUBLIC ATIS

126.65

DEER PARK  
117.7 DPK  
Chan 124

REPUBLIC

JOHN F. KENNEDY INTL

ROBBINSVILLE  
113.8 RBV  
Chan 85

R-121

R-143

COYLE  
113.4 CYN  
Chan 81

ATLANTIC CITY  
108.6 ACY  
Chan 23

SEA ISLE  
114.8 SIE  
Chan 95

L-34, H-10-12

R-135

R-162

R-124

BOTON  
N39°24.87'  
W74°27.29'

PANZE  
N39°40.56'  
W74°10.09'

KARRS  
N39°50.45'  
W73°59.16'

HOGGS  
N39°34.97'-W74°16.24'  
TURBOJET VERTICAL NAVIGATION  
PLANNING INFORMATION  
Expect to cross at FL 180  
or lowest usable Flight Level.

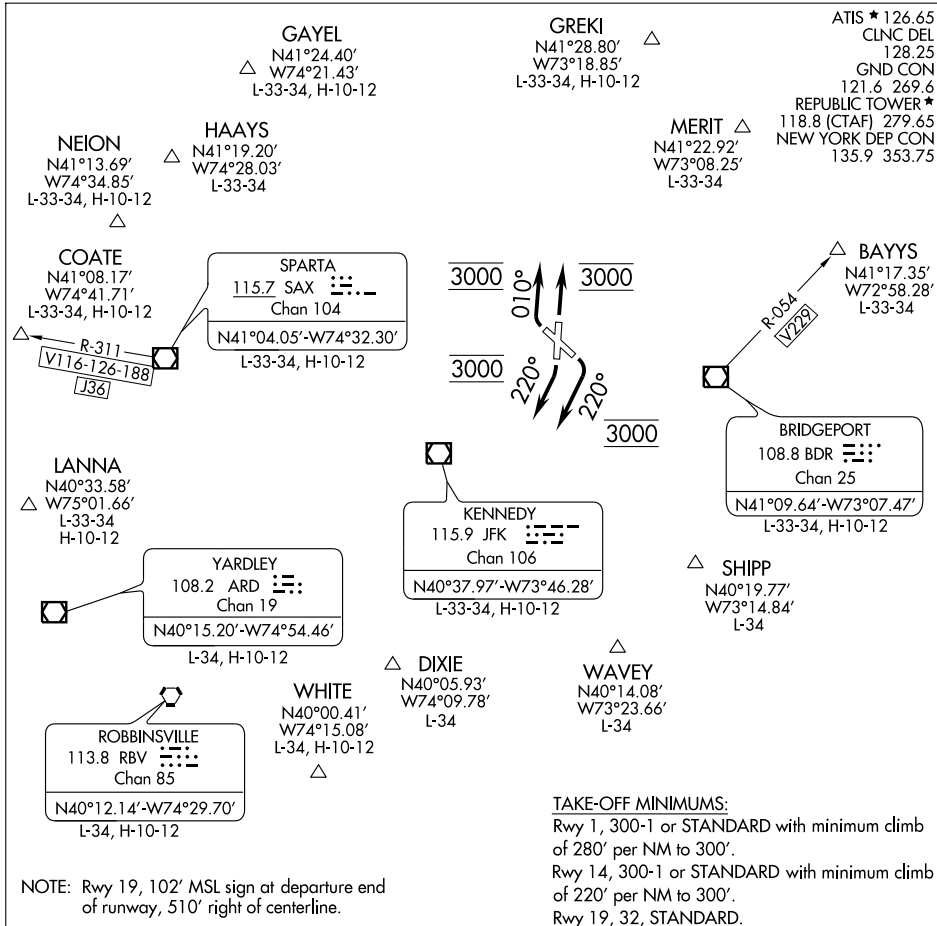
CAMRN  
N40°01.04'-W73°51.66'  
TURBOJET VERTICAL NAVIGATION  
PLANNING INFORMATION  
Expect clearance to cross at 11,000'  
and 250 Kts.

Note: STAR applicable to Turbojet  
aircraft only.

NOTE: Chart not to scale.

From over SIE VORTAC via SIE R-049 and DPK R-221 to CAMRN INT. Expect radar  
vectors to final approach fix in use.

## FARMINGDALE THREE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RUNWAY 1:** Climb runway heading, maintain 3000 feet, then . . .

**TAKE-OFF RUNWAY 14 and 19:** Climb right heading 220°, maintain 3000 feet, then . . .

**TAKE-OFF RUNWAY 32:** Climb right heading 010°, maintain 3000 feet, then . . .

. . . via vector to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

**BAYYS DEPARTURES:** Expect vectors to BDR VOR/DME R-054 to BAYYS INT.

**COATE DEPARTURES:** Expect vectors to SAX VORTAC/SAX R-311 to COATE INT.

APP CRS	Rwy Idg	5516
013°	TDZE	72
	Apt Elev	82

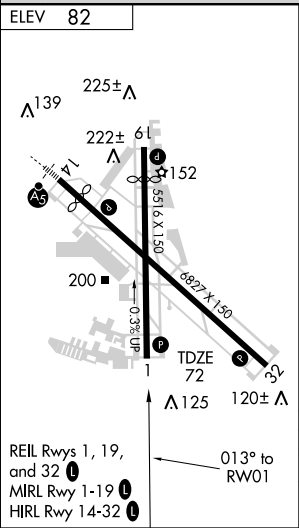
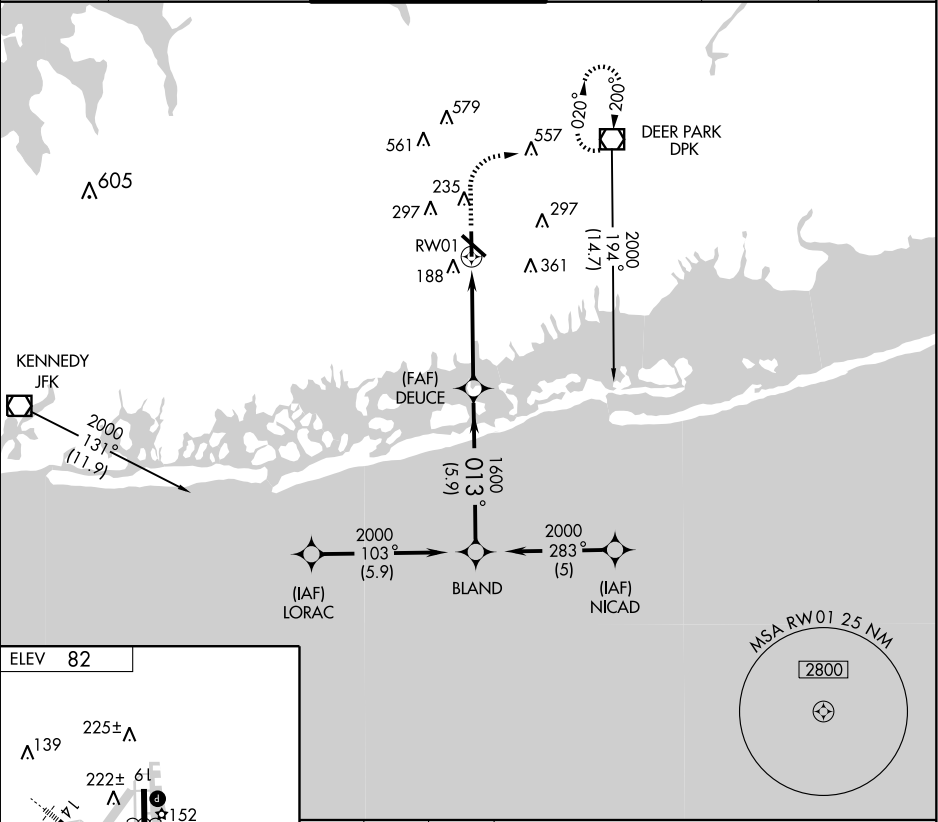
GPS RWY 1

FARMINGDALE/REPUBLIC (FRG)

  
NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct DPK VOR/DME and hold.

ATIS 126.65	NEW YORK APP CON 127.4 269.0	REPUBLIC TOWER ★ 118.8 (CTAF) 279.65	GND CON 121.6 269.6	CLNC DEL 128.25	UNICOM 122.95
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1000

3000

DPK

DEUCE

Bland

RW01

2000

1600

013°

4.7 NM

5.9 NM

Procedure Turn NA

CATEGORY	A	B	C	D
S-1	480-1	408 (400-1)	480-1¼	408 (400-1¼)
CIRCLING	560-1 478 (500-1)	600-1 518 (600-1)	720-1¾ 638 (700-1¾)	720-2 638 (700-2)

APP CRS	Rwy Idg	6167
146°	TDZE	79
	Apt Elev	82

GPS RWY 14

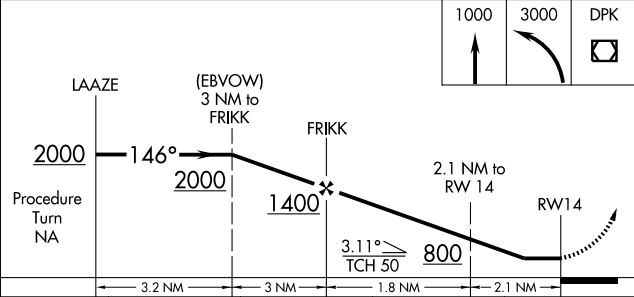
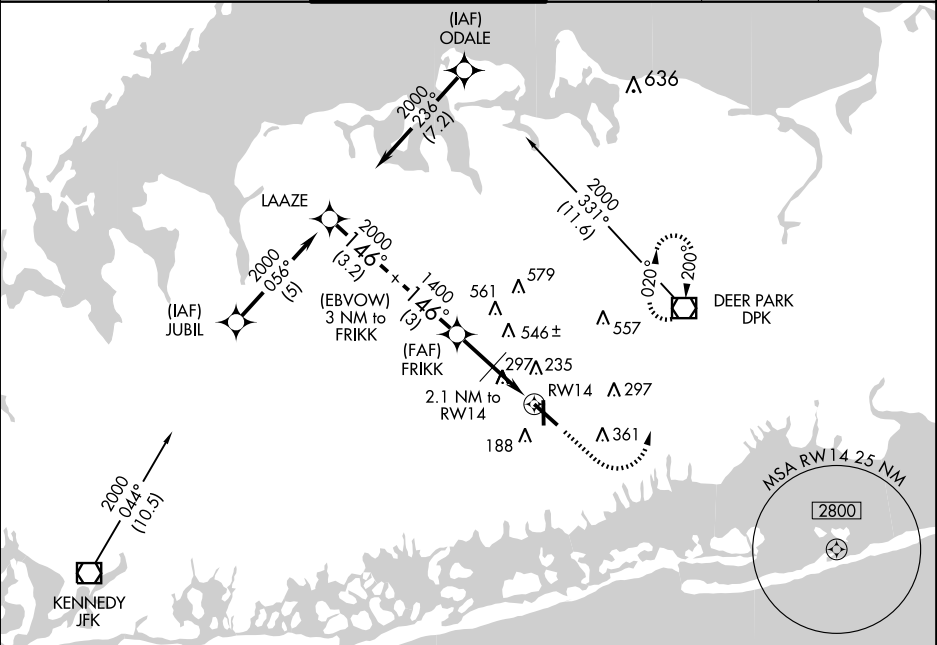
FARMINGDALE/REPUBLIC (FRG)

**NA** Inoperative table does not apply to S-14 Cat A and B.  
For inoperative MALS, increase S-14 Cat C visibility to 1¼.

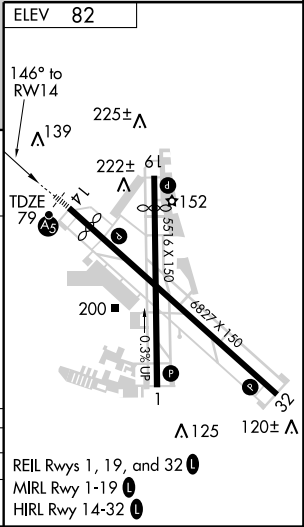


**MISSED APPROACH:** Climb to 1000 then climbing left turn to 3000 direct DPK VOR/DME and hold.

ATIS	NEW YORK APP CON	REPUBLIC TOWER ★	GND CON	CLNC DEL	UNICOM
126.65	127.4 269.0	118.8 (CTAF) 279.65	121.6 269.6	128.25	122.95



CATEGORY	A	B	C	D
S-14		560-1	481 (500-1)	
CIRCLING	560-1 478 (500-1)	600-1 518 (600-1)	720-1¾ 638 (700-1¾)	720-2 638 (700-2)





ILS RWY 14

FARMINGDALE/REPUBLIC (FRG)

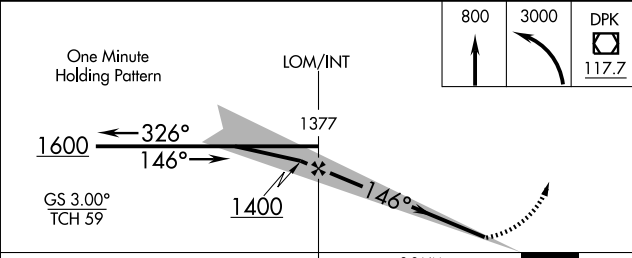
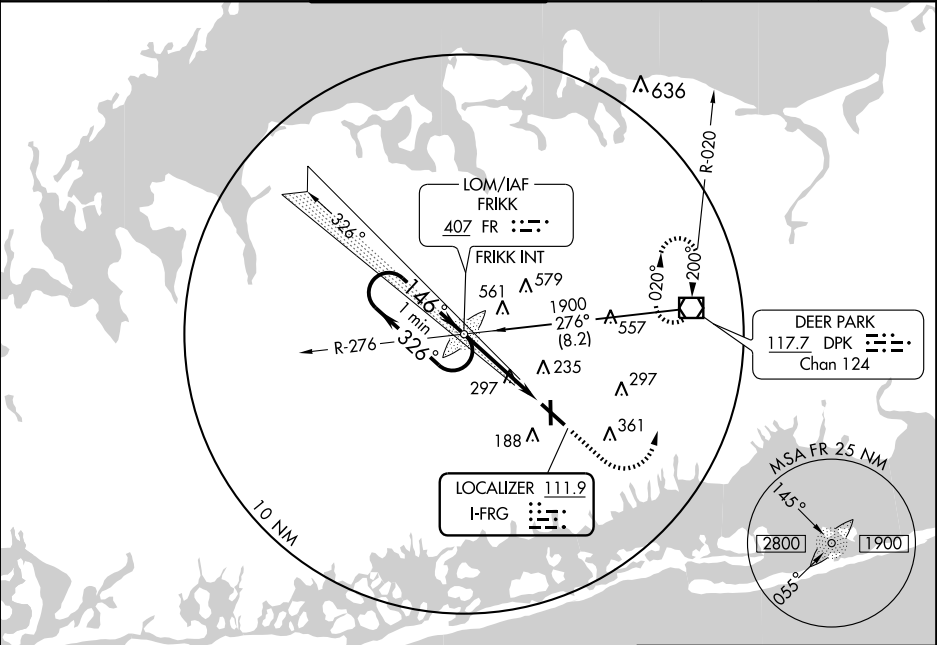
LOC I-FRG	APP CRS	Rwy Idg TDZE	6167
111.9	146°	Apt Elev	79
			82

**⚠** Inoperative table does not apply to S-ILS 14 and S-LOC 14  
**⚠** Cat A/B. For inoperative MALSR, increase S-LOC 14  
Cat C visibility to 1¼.

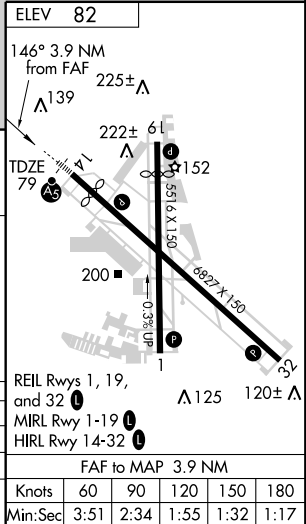


**MISSED APPROACH:** Climb to 800 then climbing  
left turn to 3000 direct DPK VOR/DME and hold.

ATIS	NEW YORK APP CON	REPUBLIC TOWER ★	GND CON	CLNC DEL	UNICOM
126.65	127.4 269.0	118.8 (CTAF) <b>279.65</b>	121.6 269.6	128.25	122.95



CATEGORY	A	B	C	D
S-ILS 14		329-1	250 (300-1)	
S-LOC 14		560-1	481 (500-1)	
CIRCLING	560-1 478 (500-1)	600-1 518 (600-1)	720-1¼ 638 (700-1¼)	720-2 638 (700-2)

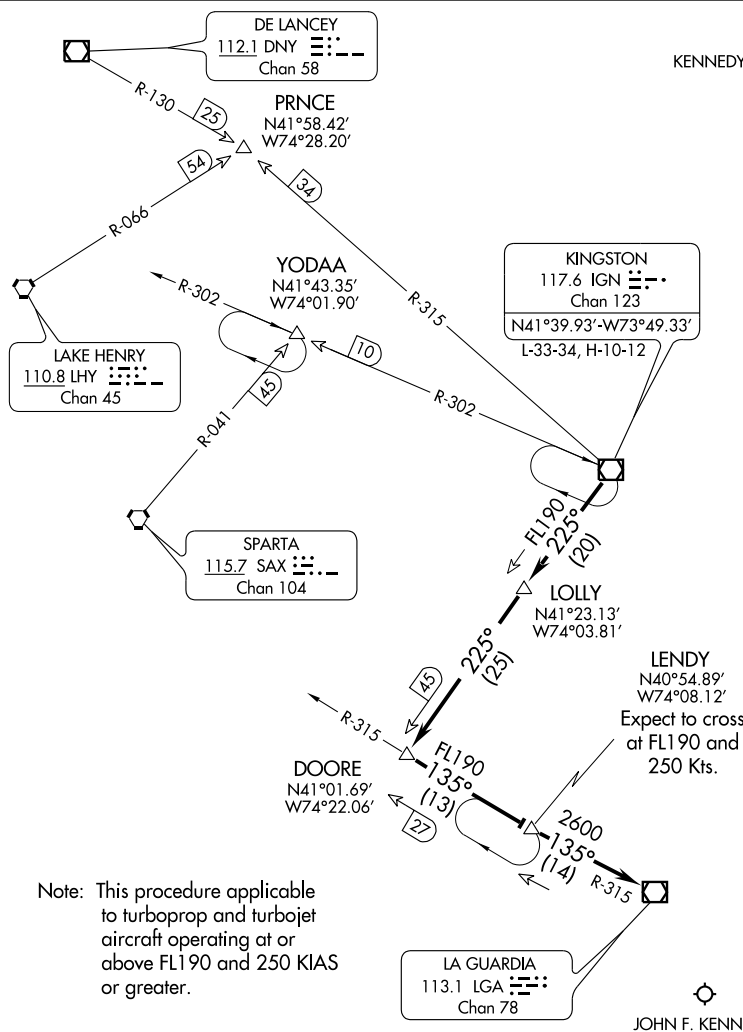


NOTE: Chart not to scale.



## KINGSTON EIGHT ARRIVAL

NEW YORK, NEW YORK



NEW YORK APP CON  
125.7 269.0  
KENNEDY INTL ATIS ARR 128.725  
(NE) 117.7  
(SW) 115.4

DME REQUIRED

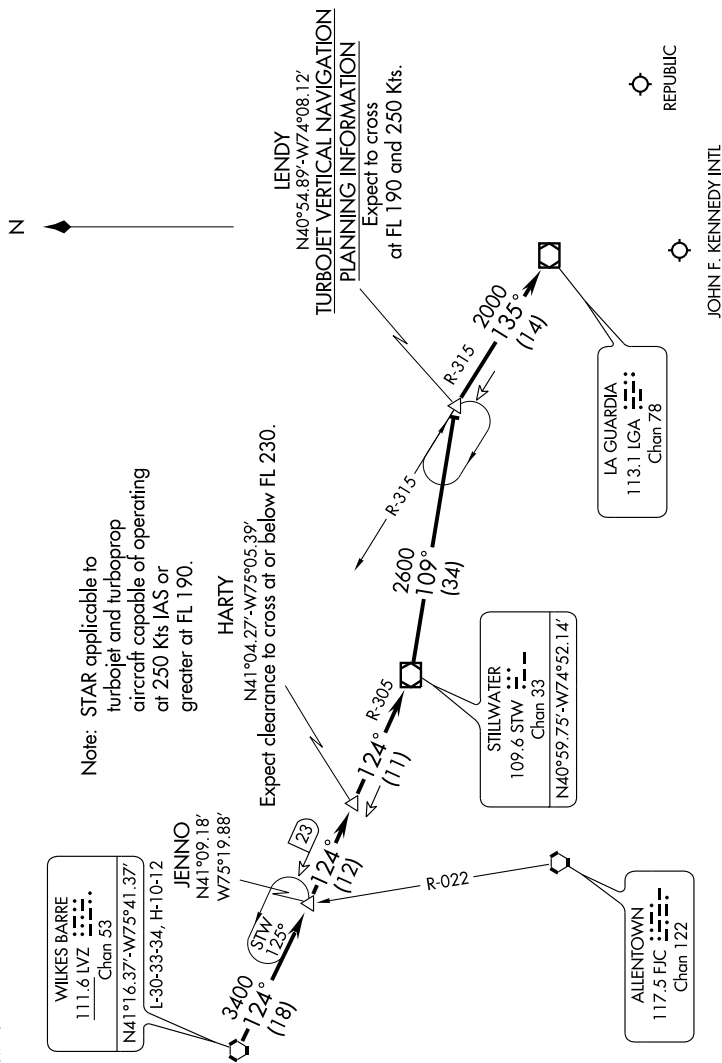
NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

From over IGN VOR/DME via IGN R-225 to DOORE INT (MEA FL190), then via LGA R-315 to LENDY/14 DME (MEA FL190), then via LGA R-315 to LGA VOR/DME (MEA 2600). Expect radar vectors to final approach course after LGA VOR/DME.

## LENDY FIVE ARRIVAL

NEW YORK, NEW YORK



NOTE: Chart not to scale.

NE-2, 17 DEC 2009 to 14 JAN 2010

NEW YORK APP CON


127.4 269.0

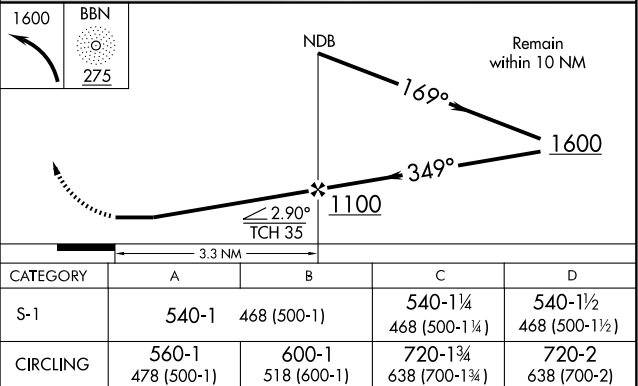
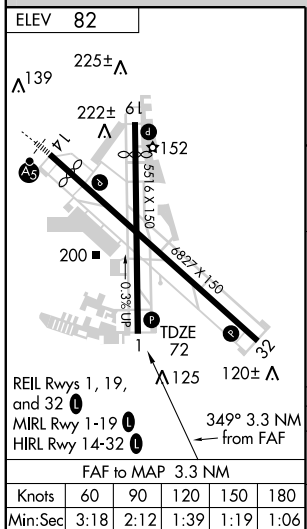
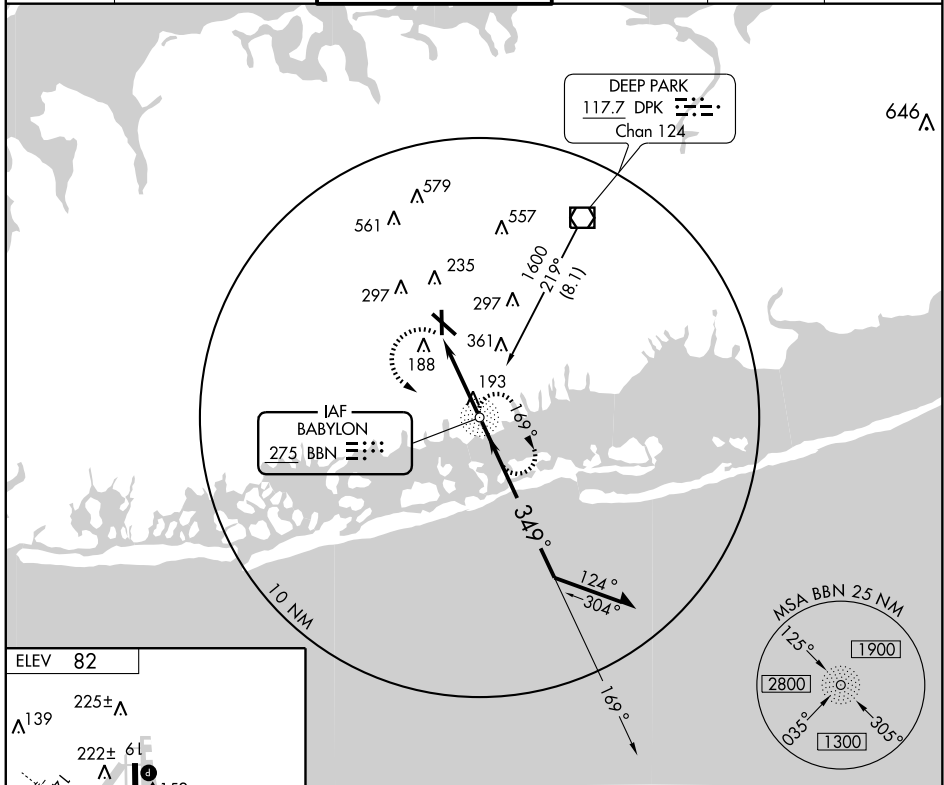
KENNEDY INTL ATIS ARR 128.725

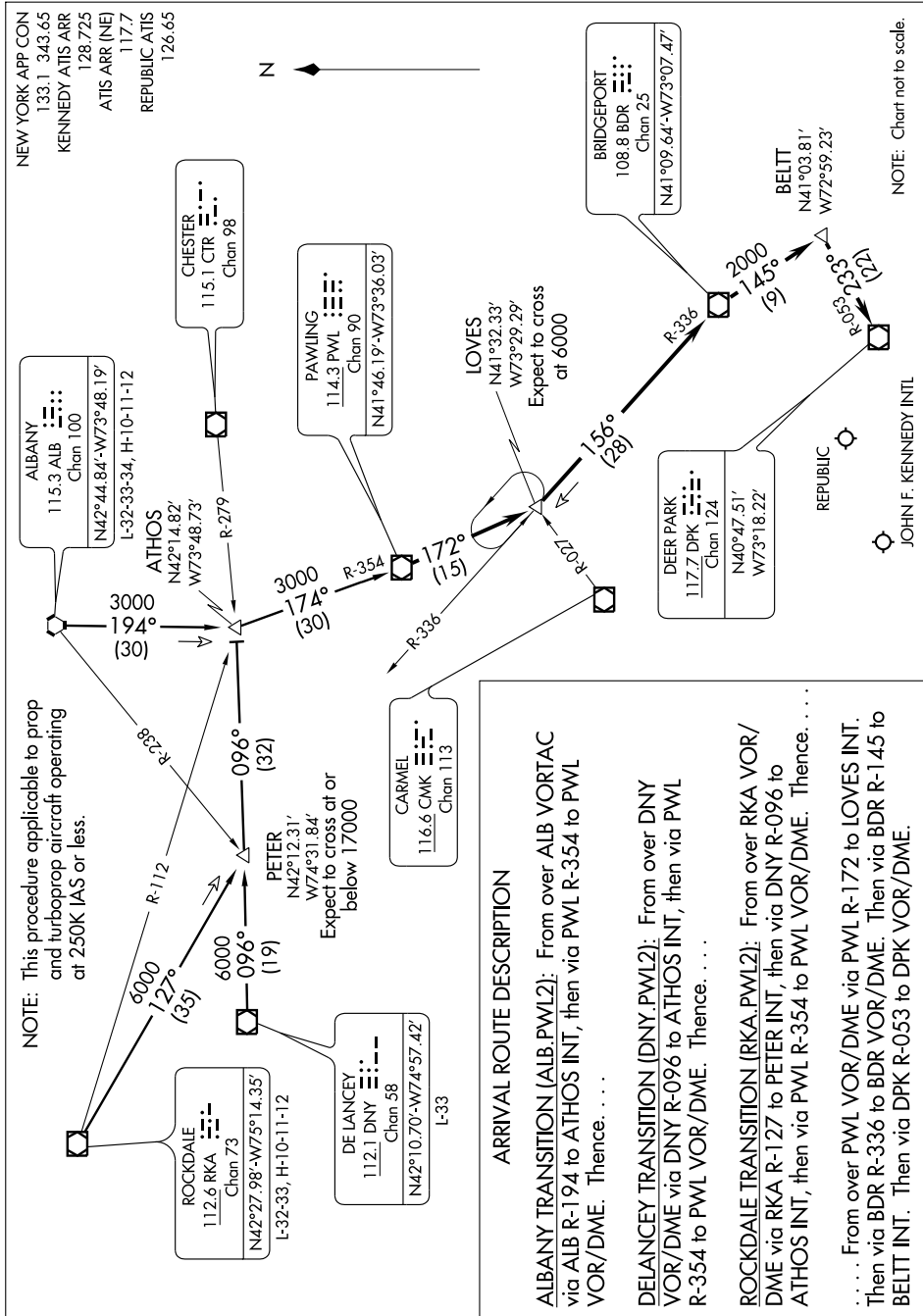
(NE) 117.7 (SW) 115.4

REPUBLIC ATIS

126.65

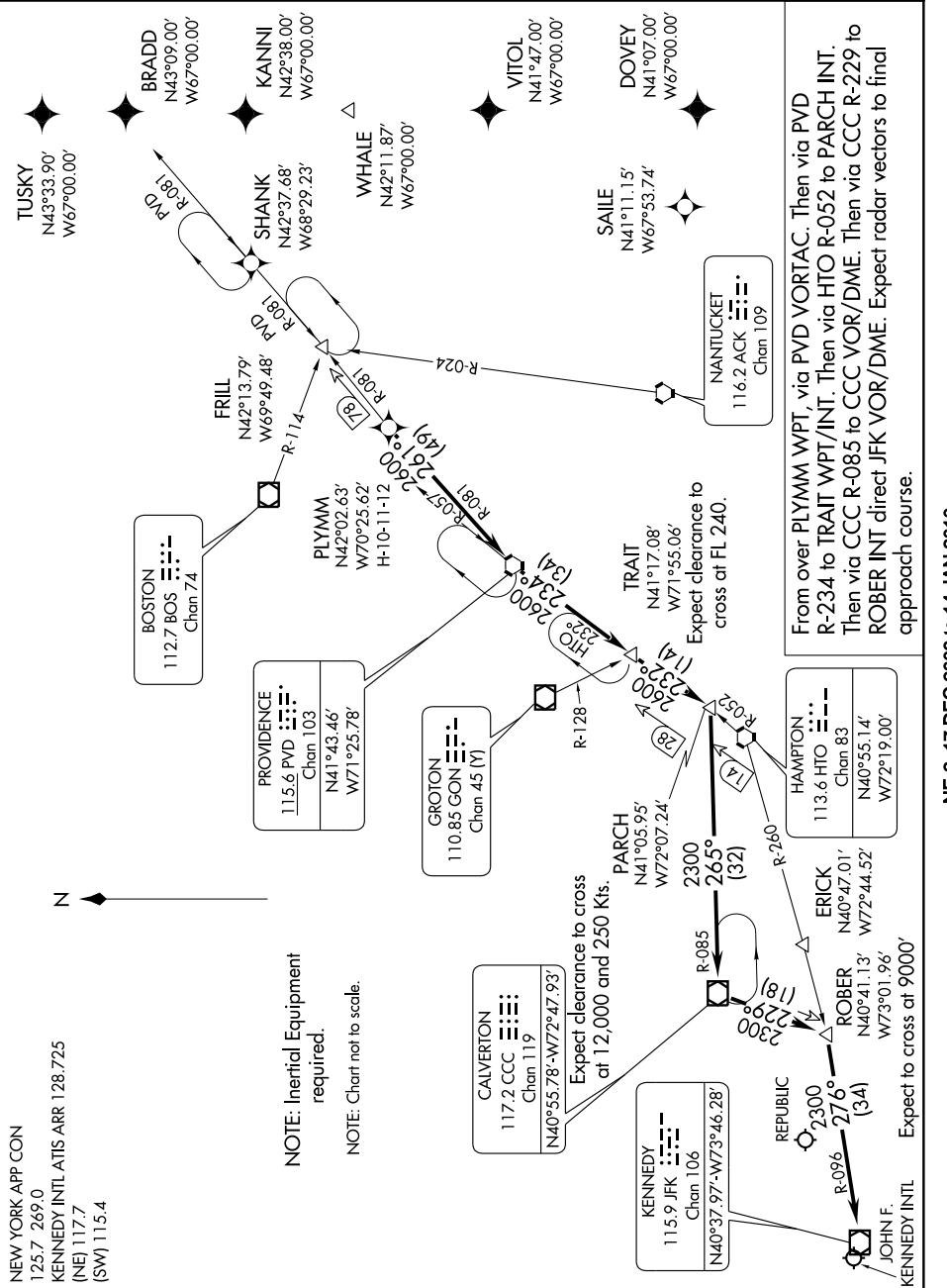
			MISSED APPROACH: Climbing left turn to 1600 direct BBN NDB and hold.		
ATIS 126.65	NEW YORK APP CON 127.4 269.0	REPUBLIC TOWER ★ 118.8 (CTAF) 0 279.65	GND CON 121.6 269.6	CLNC DEL 128.25	UNICOM 122.95





PLYMOUTH FOUR ARRIVAL

NEW YORK, NEW YORK



VOR/DME GON	APP CRS	Rwy Idg	N/A
110.85	183°	TDZE	N/A
Chan 45 (Y)		Apt Elev	9

VOR or GPS-A

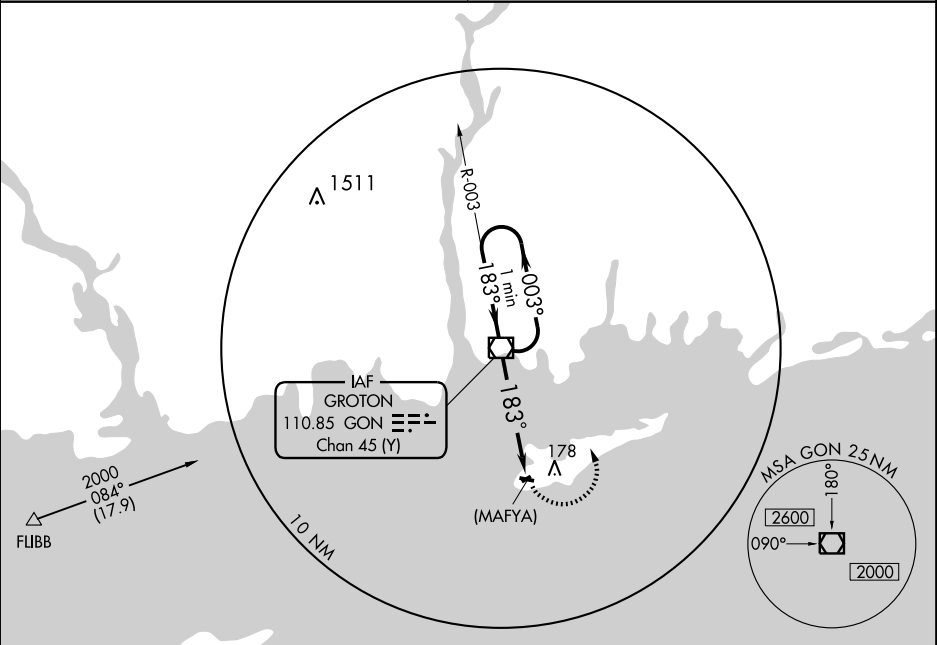
FISHERS ISLAND / ELIZABETH FIELD (ØB8)

▼  
▲ NA Use Groton-New London altimeter setting; when not received, use Block Island State altimeter setting. Circling not authorized at night to Rwy 7 and 25.

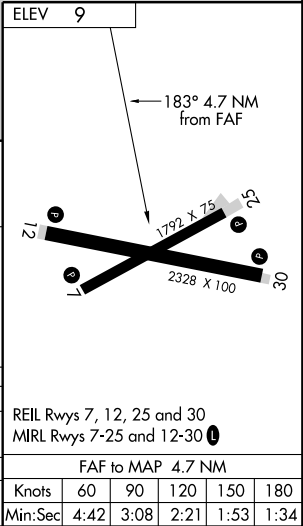
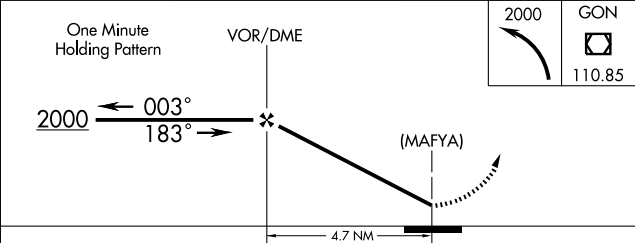
MISSED APPROACH: Climbing left turn to 2000 direct GON VOR/DME and hold.

PROVIDENCE APP CON ★  
125.75 319.2

UNICOM  
122.8 (CTAF) 0



NoPT for arrival on GON VOR/DME airway radial 024.



CATEGORY	A	B	C	D
CIRCLING	480-1	471 (500-1)	480-1½ 471 (500-1½)	NA
BLOCK ISLAND STATE ALTIMETER SETTING MINIMUMS				
CIRCLING	560-1	551 (600-1)	560-1½ 551 (600-1½)	NA

REIL Rwy 7, 12, 25 and 30  
MIRL Rwy 7-25 and 12-30 0

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

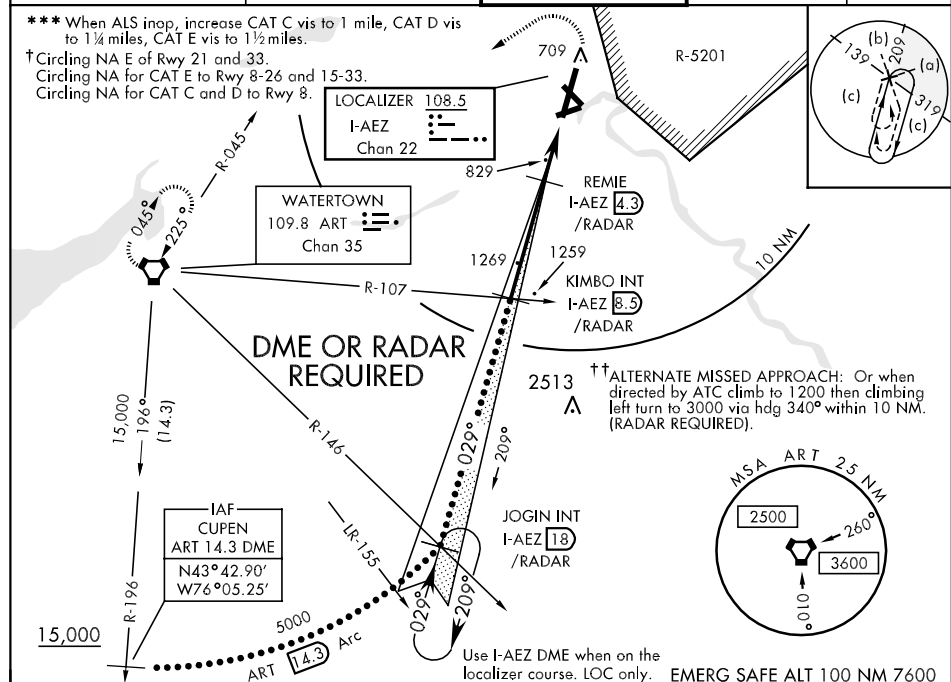
FORT DRUM, NEW YORK

NE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-AEZ <b>108.5</b>	APCH CRS <b>029°</b>	Rwy ldg TDZE Arpt Elev <b>8634</b> <b>685</b> <b>688</b>	JAL-5754 [USA]	WHEELER-SACK AAF (KGTB)
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<p>▲ When ALS inop, increase CAT CDE vis to <math>\frac{3}{4}</math> mile.</p> <p>▲ When ALS inop, increase CAT C vis to <math>2\frac{1}{2}</math> miles, CAT D vis to <math>2\frac{3}{4}</math> miles, CAT E vis to 3 miles.</p>	<p>ALSF-1</p> <p>▲ MISSED APPROACH: Climb to 1200, then climbing left turn to 5000 direct ART VORTAC and hold, continue climb in hold to 5000.</p>
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ATIS <b>119.525</b>	WHEELER-SACK APP CON <b>128.25 257.6</b>	WHEELER-SACK TOWER <b>118.75 290.25</b>	GND CON <b>121.9 229.8</b>	ASR/PAR
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CUPEN

ART 14.3

R-196

JOGIN INT

I-AEZ 18

ART R-146 /RADAR

KIMBO INT

I-AEZ 8.5

ART R-107 /RADAR

1200

5000

ART

ELEV 688

15,000

5000

3000

3000

1560

GS 3.00°

TCH 66

ART 14.3 Arc

029°

4.2 NM

2.7 NM

↑ REMIE

I-AEZ 4.3

/RADAR

↑ LOC ONLY

I-AEZ 2.6

I-AEZ 1.6

CATEGORY	C	D	E
S-ILS 3 *	885 - ½	200 (200-½)	
S-LOC 3 **	1560 - 2 875 (900-2)	1560 - 2 ¼ 875 (900-2 ¼)	1560 - 2 ½ 875 (900-2 ½)
CIRCLING †	1560 - 2 ½ 872 (900-2 ½)	1560 - 2 ¾ 872 (900-2 ¾)	1560 - 3 872 (900-3)
DME MINIMUMS			
S-LOC 3 ***	1080 - ¾ 395 (400-¾)		1080 - 1 395 (400-1)
CIRCLING †	1180 - 1 ½ 492 (500-1 ½)	1240 - 2 552 (600-2)	1520 - 3 832 (900-3)

Knots	120	140	160	180	200
Min:Sec	3:27	2:57	2:35	2:18	2:04

HIRL Rwy 3-21 and 15-33

MIRL Rwy 8-26

Rwy 3 ldg 8634'

763


876

TDZE 685

029° 6.9 NM from FAF

FAF to MAP 6.9 NM

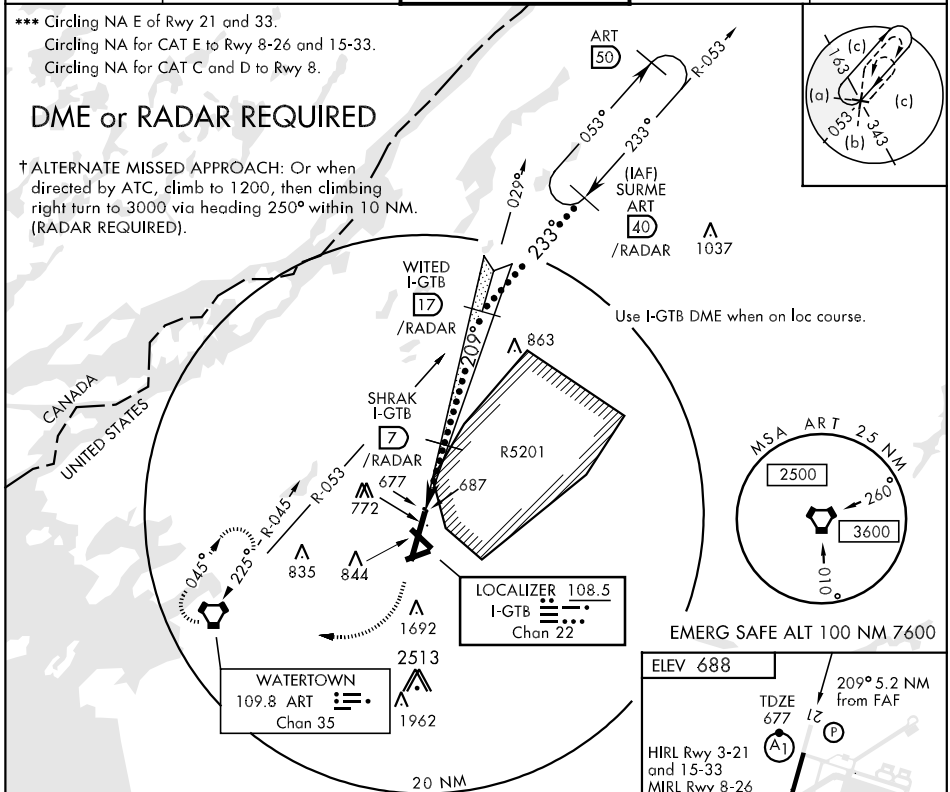


LOC I-GTB <b>108.5</b>	APCH CRS <b>209°</b>	Rwy Idg <b>10,000</b> TDZE <b>677</b> Appt Elev <b>688</b>	JAL-5754 [USA]	WHEELER-SACK AAF (KGTB)
<b>V</b> <ul style="list-style-type: none"> <li>* When ALS inop, increase CAT CDE vis to <math>\frac{3}{4}</math> mile.</li> <li>** When ALS inop, increase CAT C vis to 1 mile, CAT DE vis to <math>\frac{1}{4}</math> miles.</li> </ul>			ALSF-1 	↑ MISSED APPROACH: Climb to 1200, then climbing right turn to 5000 direct ART VORTAC and hold. Continue climb in hold to 5000.
ATIS <b>119.525</b>	WHEELER-SACK APP CON <b>128.25 257.6</b>	WHEELER-SACK TOWER <b>118.75 290.25</b>	GND CON <b>121.9 229.8</b>	ASR/PAR

\*\*\* Circling NA E of Rwy 21 and 33.  
Circling NA for CAT E to Rwy 8-26 and 15-33.  
Circling NA for CAT C and D to Rwy 8.

DME or RADAR REQUIRED

† ALTERNATE MISSED APPROACH: Or when directed by ATC, climb to 1200, then climbing right turn to 3000 via heading 250° within 10 NM. (RADAR REQUIRED).



VGS and ILS glidepath  
not coincident

I-GTB 1.8 I-GTB 2.7

SHRAK I-GTB 7 /RADAR 2400

WITED I-GTB 17 /RADAR 2400

ART 40 R-053

SURME 15,000

GS 3.00° TCH 63

209° 233° 5000

5.2 NM

CATEGORY	C	D	E
S-ILS 21*		877 - ½ 200	(200-½)
S-LOC 21**		1020 ¾ 343	(300-¾)
CIRCLING***	1180 - 1½ 492 (500-1½)	1240 - 2 552 (600-2)	1520 - 3 832 (900-3)

ELEV 688

TDZE 677

209° 5.2 NM from FAF

HIRL Rwy 3-21 and 15-33

MIRL Rwy 8-26

A5

S1

876

19, 49, 26, 33


763

A 720

Rwy 3 Idg 8634'

Knots	120	140	160	180	200
Min:Sec	2:36	2:14	1:57	1:44	1:34



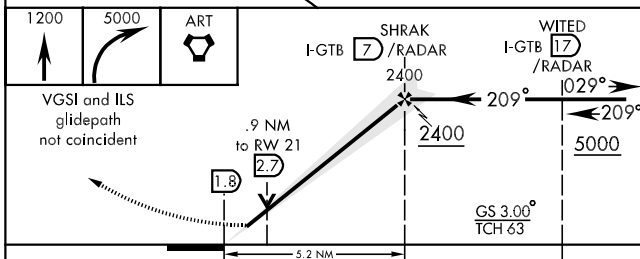
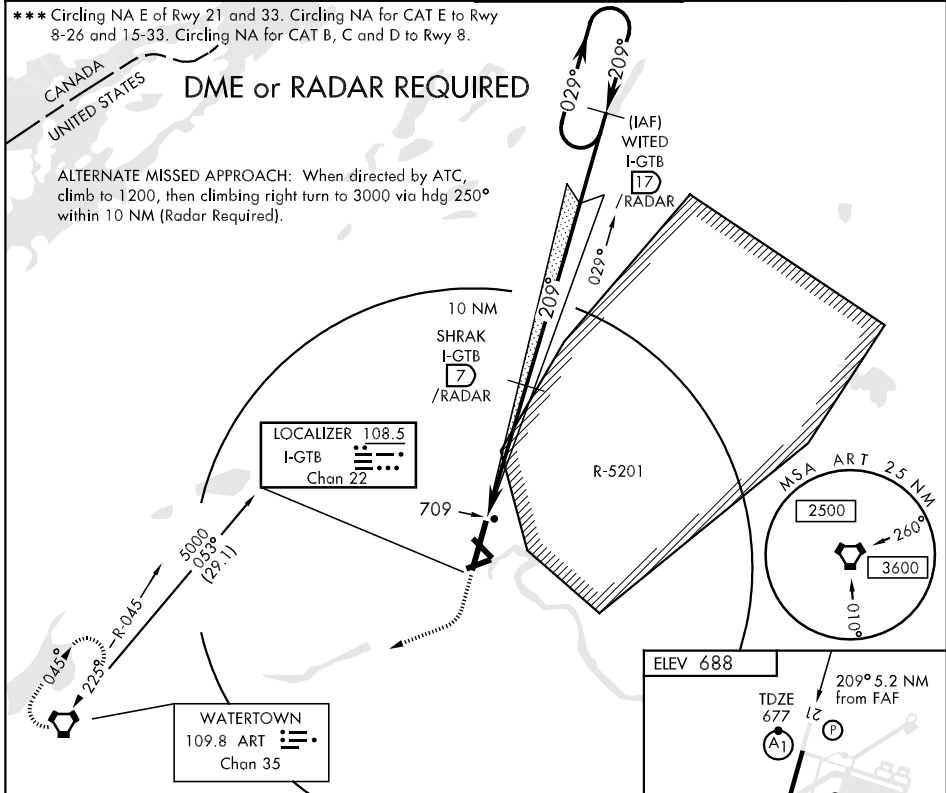
LOC I-GTB <b>108.5</b>	APCH CRS <b>209°</b>	Rwy Idg <b>10,000</b> TDZE <b>677</b> Arpt Elev <b>688</b>	AL-5754 [USA]	WHEELER-SACK AAF (KGTB)	
<div> <div>▼</div> <div> <p>* When ALS inop, increase CAT ABCDE vis to ¾ mile.</p> <p>** When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1 ¼ miles.</p> </div> </div>			ALSF-1 	MISSED APPROACH: Climb to 1200, then climbing right turn to 5000 direct ART VORTAC and hold. Continue climb-in-hold to 5000.	
ATIS <b>119.525</b>		WHEELER-SACK APP CON <b>128.25 257.6</b>	WHEELER-SACK TOWER <b>118.75 290.25</b>	GND CON <b>121.9 229.8</b>	ASR/PAR

\*\*\* Circling NA E of Rwy 21 and 33. Circling NA for CAT E to Rwy 8-26 and 15-33. Circling NA for CAT B, C and D to Rwy 8.

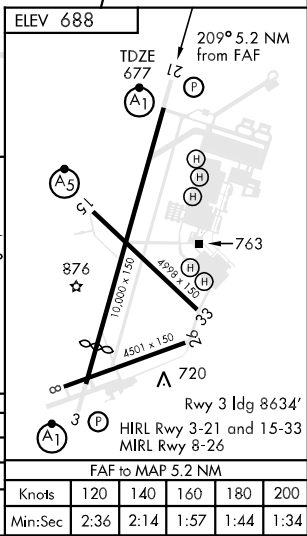
CANADA  
UNITED STATES

DME or RADAR REQUIRED

**ALTERNATE MISSED APPROACH:** When directed by ATC, climb to 1200, then climbing right turn to 3000 via hdg 250° within 10 NM (Radar Required).



CATEGORY	A	B	C	D	E
S-ILS 21*	877-½		200	(200-½)	
S-LOC 21**	1020-½	343 (400-½)	1020-¾	343 (400-¾)	
CIRCLING ***	1180-1	492 (500-1)	1180-1½ 492 (500-1½)	1240-2 552 (600-2)	1520-3 832 (900-3)



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NDB GTB <b><u>257</u></b>	APCH CRS <b>142°</b>	Rwy Idg <b>4998</b> TDZE <b>687</b> Arpt Elev <b>688</b>
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AL-5754 [USA]

WHEELER-SACK AAF (KGTB)



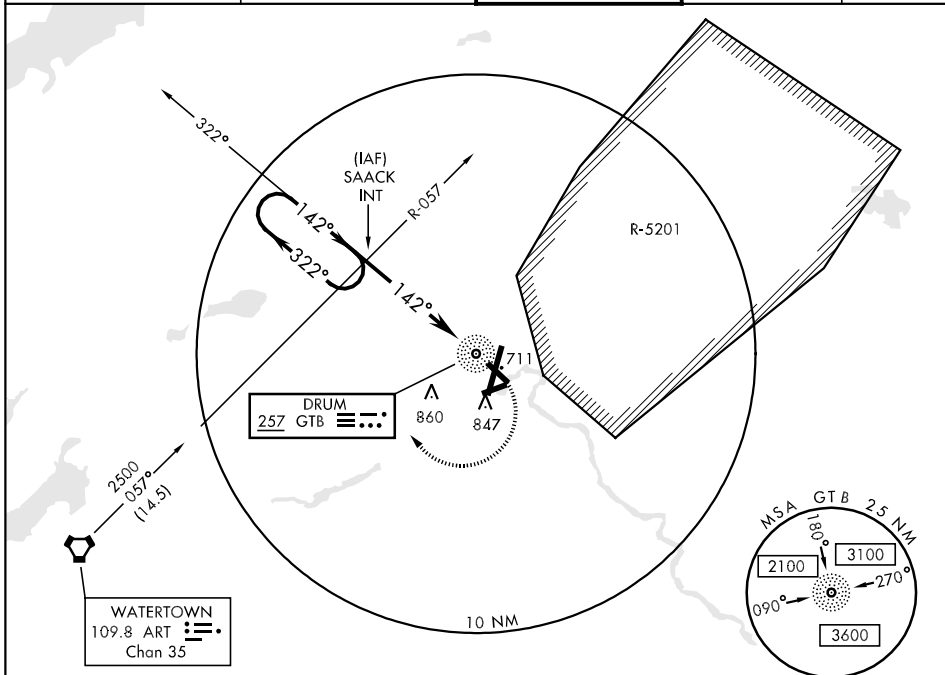
\* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ mile.  
\*\* Circling NA E of Rwy 21 and 33. Circling NA for CAT BCD to Rwy 8.

## Circling NA E of Rwy 21 and 33. Circling NA for CAT DCD is Rwy 8.

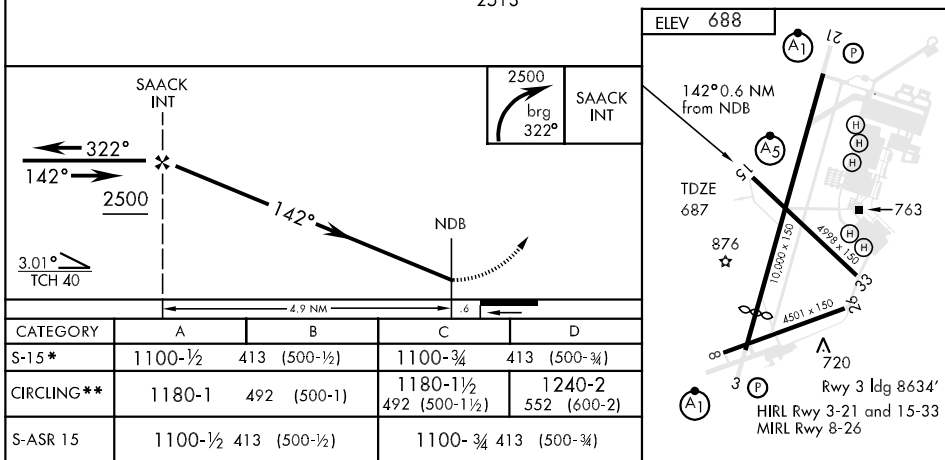


**MISSED APPROACH:** Climbing right turn to 2500 via GTB brg 322° to SAACK INT and hold.

ATIS 119.525	WHEELER-SACK APP CON 128.25 257.6	WHEELER-SACK TOWER 118.75 290.25	GND CON 121.9 229.8	ASR/PAR
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2513



FORT DRUM, NEW YORK

Amdt 3 09239

44°03'N-75°43'W

WHEELER-SACK AAF (KGTB)

NDB GTB  
**257**APCH CRS  
**327°**Rwy ldg **4998**  
TDZE **688**  
Arpt Elev **688**

AL-5754 [USA]

WHEELER-SACK AAF (KGTB)

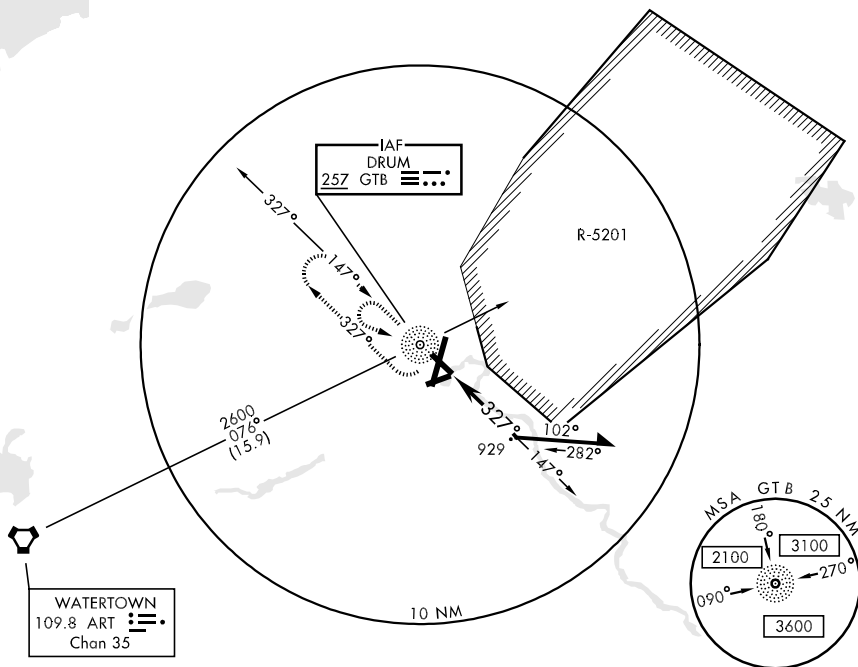


\*Circling NA E of Rwy 21 and 33.

MISSED APPROACH: Climb to 2200, then climbing left turn to 2600 direct GTB NDB and hold.

ATIS  
**119.525**WHEELER-SACK APP CON  
**128.25 257.6**WHEELER-SACK TOWER  
**118.75 290.25**GND CON  
**121.9 229.8**

ASR/PAR



NOT FOR CIVIL USE

A 2513



2200



2600



GTB

NDB

Remain within  
5 NM

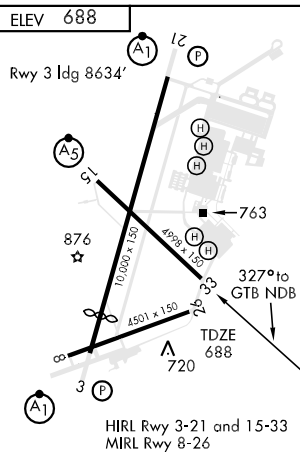
2300

CATEGORY	A	B	C	D
S-33	1320-1 632 (700-1)	NOT AUTHORIZED		
CIRCLING*	1320-1 632 (700-1)	NOT AUTHORIZED		
S-PAR 33	938-¾	250	(300-¾)	GS 3.0°

FORT DRUM, NEW YORK

Amdt 2 09239

44°03'N-75°43'W



WHEELER-SACK AAF (KGTB)

WAAS Chan <b>93714</b> <b>W03A</b>	APCH CRS <b>029°</b>	Rwy Idg <b>8634</b> TDZE <b>685</b> Arpt Elev <b>688</b>
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AL-5754 [USA]

WHEELER-SACK AAF (KGBT)

<p>▼</p> <p>* When ALS inop, increase LPV CAT ABCDE vis to <math>\frac{3}{4}</math> mile.                  ** When ALS inop, increase LNAV/VNAV CAT ABCDE vis to <math>1\frac{1}{4}</math> miles.                  *** When ALS inop, increase LNAV CAT AB vis to 1 mile, CAT C vis to <math>1\frac{1}{4}</math> miles, CAT DE vis to <math>1\frac{1}{2}</math> miles.</p>	<p>ALSF-1</p> <p></p>	<p>MISSED APPROACH: Climb to 4000 direct WITED and hold.</p>
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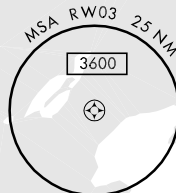
<p>ATIS</p> <p><b>119.525</b></p>	<p>WHEELER-SACK APP CON</p> <p><b>128.25 257.6</b></p>	<p>WHEELER-SACK TOWER</p> <p><b>118.75 290.25</b></p>	<p>GND CON</p> <p><b>121.9 229.8</b></p>	<p>ASR/PAR</p>
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\*\*\*\*Circling NA E of Rwy 21 and 33.  
 \*\*\*\*Circling NA for CAT BCD to Rwy 8.  
 \*\*\*\*Circling NA for CAT E to Rwy 8-26 and 15-33.

DME/DME RNP -0.3 NA

For uncompensated BARO-VNAV systems,  
 LNAV/VNAV NA BELOW -16°C (4°F)  
 or above 48°C (118°F)

PROCEDURE NA FOR  
 ARRIVAL AT ART  
 VORTAC VIA V29-423  
 NORTHBOUND



WATERTOWN  
 109.8 ART  
 Chan 35

5000  
 173°  
 (12.9)

(IAF)  
 DOBTE

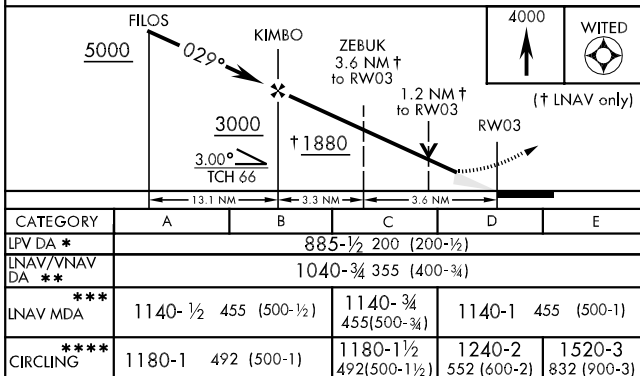
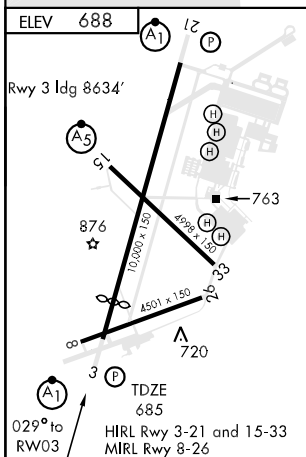
(NoPT)  
 5000  
 119°  
 (5)

3000  
 029°  
 (13.1)

(NoPT)  
 5000  
 033°  
 (16.4)

(IAF)  
 JESBI

FLOOR INT



APCH CRS  
**147°**

Rwy Idg  
TDZE  
Arpt Elev  
**4998**  
**687**  
**688**

AL-5754 [USA]

WHEELER-SACK AAF (KGTB)



\* When ALS inop, increase CAT AB vis to 1 mile,  
CAT C vis to 1¼ miles, CAT D vis to 1½ miles.  
DME/DME RNP-0.3 NA.



MISSED APPROACH: Climbing right  
turn to 3000 WOBDI and hold.

ATIS  
**119.525**

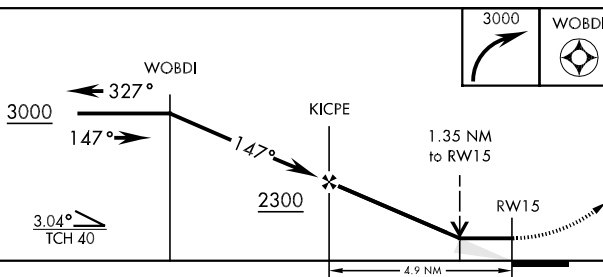
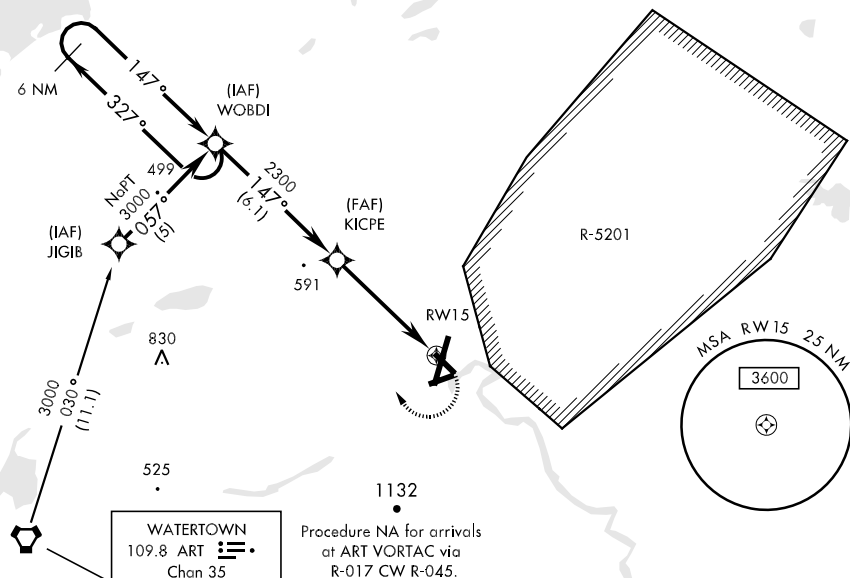
WHEELER-SACK APP CON  
**128.25 257.6**

WHEELER-SACK TOWER  
**118.75 290.25**

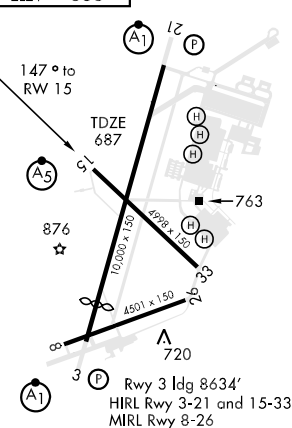
GND CON  
**121.9 229.8**

ASR/PAR

\*\* Circling NA for CAT BCD to Rwy 8  
\*\* Circling NA E of Rwy 21 and 33.



ELEV 688



CATEGORY

A

B

C

D

INAV MDA \*

1140-½

453 (500-½)

1140-¾

453 (500-¾)

1140-1

453 (500-1)

CIRCLING \*\*

1180-1

492 (500-1)

1180-1½

492 (500-1½)

1240-2

552 (600-2)

WAAS Ch <b>63007</b> <b>W21A</b>	APCH CRS <b>209°</b>	Rwy Idg <b>10,000</b> TDZE <b>677</b> Arpt Elev <b>688</b>
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AL-5754 [USA]

WHEELER-SACK AAF (KGTB)

▼

\*When ALS inop, increase LPV CAT ABCDE vis to  $\frac{3}{4}$  mile.  
 \*\*When ALS inop, increase LNAV/VNAV CAT ABCDE vis to  $1\frac{1}{4}$  miles.  
 \*\*\*When ALS inop, increase LNAV CAT ABC vis to 1 mile, CAT DE vis to  $1\frac{1}{4}$  miles.



MISSED APPROACH: Climb to 3000  
 direct WODEG and via 270° track to  
 ART VORTAC and hold.

ATIS  
**119.525**

WHEELER-SACK APP CON  
**128.25 257.6**

WHEELER-SACK TOWER  
**118.75 290.25**

GND CON  
**121.9 229.8**

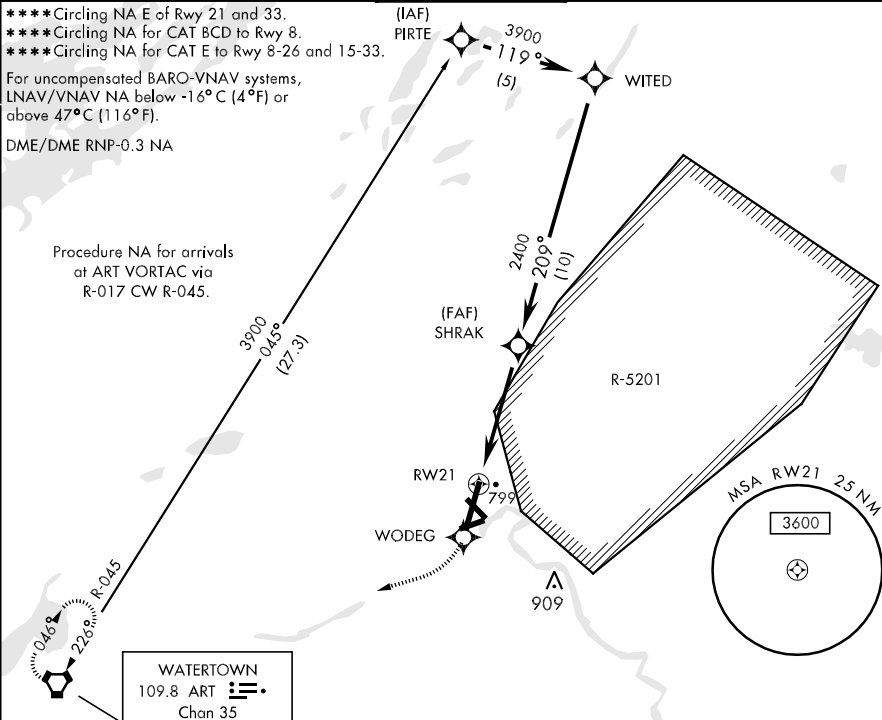
ASR/PAR

\*\*\*\*Circling NA E of Rwy 21 and 33.  
 \*\*\*\*Circling NA for CAT BCD to Rwy 8.  
 \*\*\*\*Circling NA for CAT E to Rwy 8-26 and 15-33.

For uncompensated BARO-VNAV systems,  
 LNAV/VNAV NA below -16°C (4°F) or  
 above 47°C (116°F).

DME/DME RNP-0.3 NA

Procedure NA for arrivals  
 at ART VORTAC via  
 R-017 CW R-045.



3000



VGSI and RNAV glidepath not coincident.

† LNAV only

SHRAK

WITED

3900

.9 NM  
 to RW21†

2400

GS 3.00°  
 TCH 63

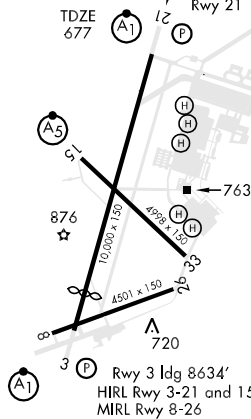
5.2 NM

10 NM

CATEGORY	A	B	C	D	E
LPV DA *	877- $\frac{1}{2}$		200 (200- $\frac{1}{2}$ )		
LNAV/ VNAV DA **	1056- $\frac{3}{4}$		379 (400- $\frac{3}{4}$ )		
LNAV MDA ***	1020- $\frac{1}{2}$	343 (400- $\frac{1}{2}$ )	1020- $\frac{3}{4}$	343 (400- $\frac{3}{4}$ )	
CIRCLING ****	1180-1	492 (500-1)	1180-1 $\frac{1}{2}$ 492 (500-1 $\frac{1}{2}$ )	1240-2 552 (600-2)	1520-3 832 (900-3)

ELEV 688

TDZE 677

209° to  
Rwy 21



APCH CRS  
**327°**

Rwy Idg  
TDZE  
Arpt Elev  
**688**

AL-5754 [USA]

WHEELER-SACK AAF (KGTB)



- \* Circling NA for CAT BCD to Rwy 8
  - \* Circling NA E of Rwy 21 and 33.
- Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3600 direct CEYAP and hold.

ATIS  
**119.525**

WHEELER-SACK APP CON  
**128.25 257.6**

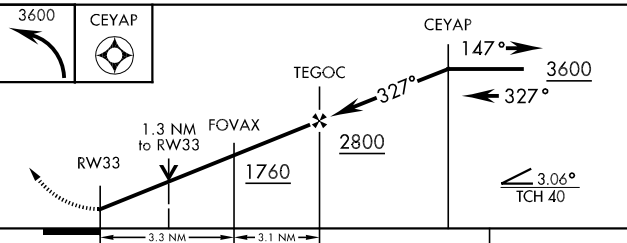
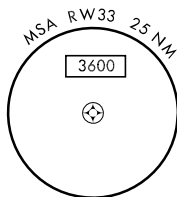
WHEELER-SACK TOWER  
**118.75 290.25**

GND CON  
**121.9 229.8**

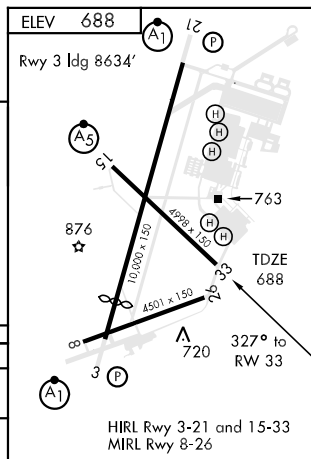
ASR/PAR

DME/DME RNP-0.3NA

WATERTOWN  
109.8 ART  
Chan 35



CATEGORY	A	B	C	D
LNAV MDA	1140-1 452 (500-1)		1140-1½ 452 (500-1¼)	1140-1½ 452 (500-1½)
CIRCLING *	1180-1 492 (500-1)		1180-1½ 492 (500-1½)	1240-2 552 (600-2)



VORTAC ART <b>109.8</b> Chan <b>35</b>	APCH CRS <b>081°</b>	Rwy Idg <b>4501</b> TDZE <b>683</b> Arpt Elev <b>688</b>
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AL-5754 [USA]

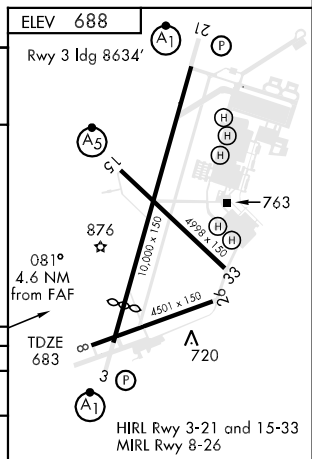
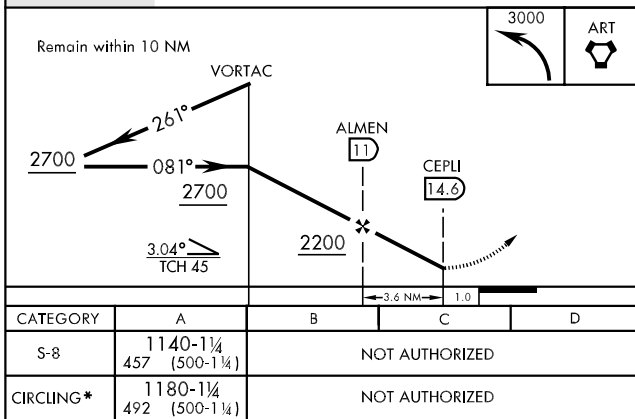
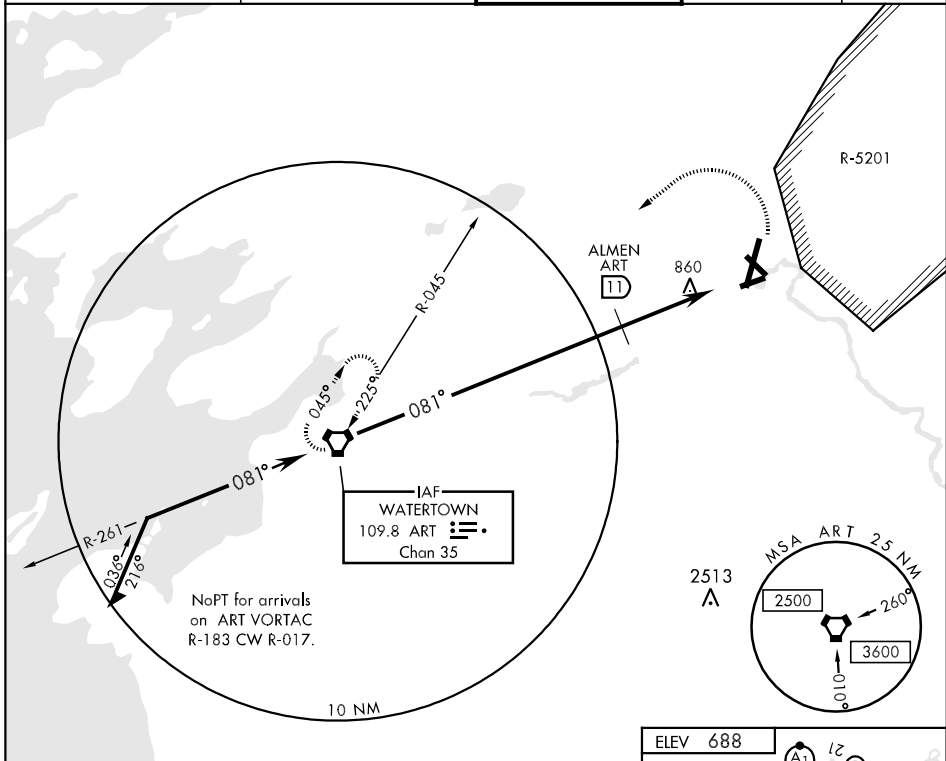
WHEELER-SACK AAF (KGTB)



\*Circling NA E of Rwy 21 and 33.

**MISSED APPROACH:** Climbing left turn to 3000 direct to VORTAC and hold.

<p>ATIS</p> <p><b>119.525</b></p>	<p>WHEELER-SACK APP CON</p> <p><b>128.25 257.6</b></p>	<p>WHEELER-SACK TOWER</p> <p><b>118.75 290.25</b></p>	<p>GND CON</p> <p><b>121.9 229.8</b></p>	<p>ASR/PAR</p>
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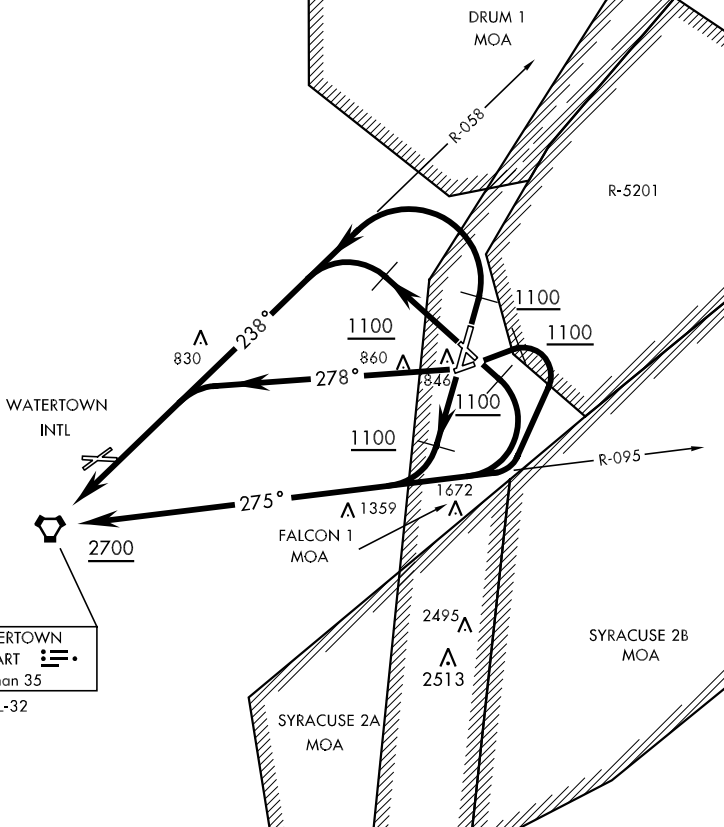


# WATERTOWN-ONE DEPARTURE (ART 1•ART)

WHEELER-SACK ART (RTD)  
FORT DRUM, NY

ATIS 119.525  
GND CON  
121.9 229.8  
WHEELER-SACK  
TOWER  
118.75 290.25  
WHEELER-SACK DEP CON  
128.25 257.6

SL-5754 [USA]



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3 and 33: Climb runway heading to 1100, then climbing left turn via ART VORTAC R-058 to ART VORTAC. Cross ART VORTAC at or above 2700.

TAKE-OFF RWY 8, 15, and 21: Climb runway heading to 1100, then climbing right turn via ART VORTAC R-095 to ART VORTAC. Cross ART VORTAC at or above 2700.

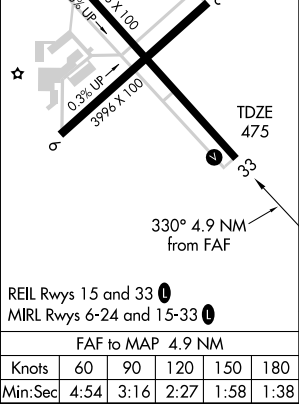
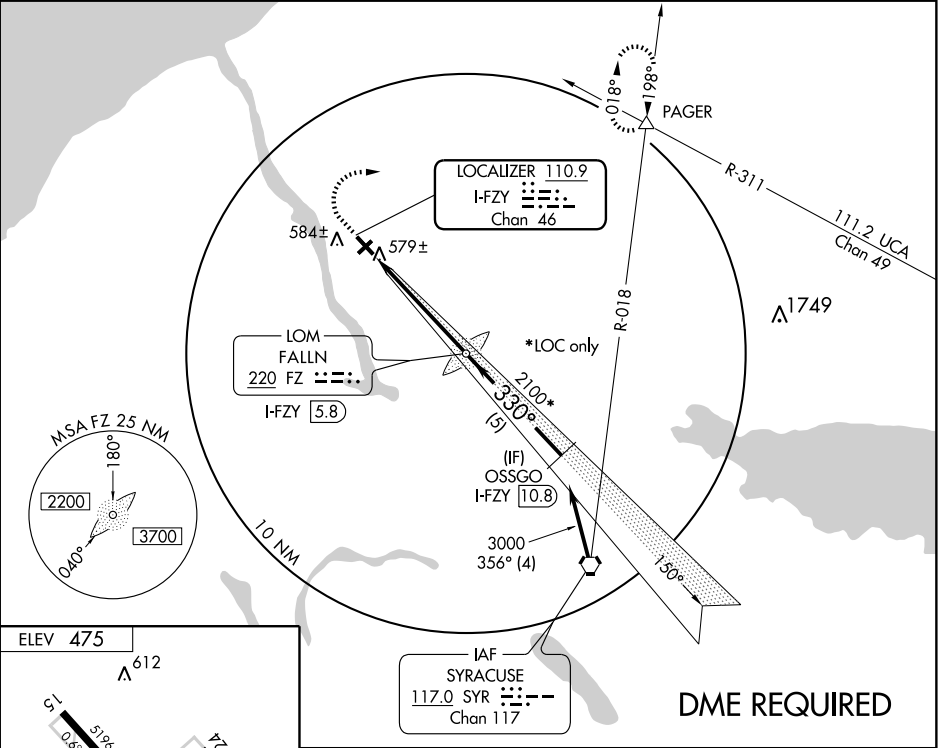
TAKE-OFF RWY 26: Climb via heading 278° to intercept ART VORTAC R-058 to ART VORTAC. Cross ART VORTAC at or above 2700.

LOC/DME I-FZY	APP CRS	Rwy Idg	5197
110.9	330°	TDZE	475
Chan 46		Apt Elev	475

ILS or LOC RWY 33  
FULTON/OSWEGO COUNTY (FZY)

Visibility reduction by helicopters NA.	MISSED APPROACH: Climb to 1100, then climbing right turn to 3000 via heading 090° and SYR VORTAC R-018 to PAGER INT and hold.
When local altimeter setting not received, use Syracuse Hancock Intl altimeter setting and increase all DA 52 feet and all MDA 60 feet; increase S-LOC 33 Cat C visibility ¼ mile.	

ASOS 119.275	SYRACUSE APP CON 134.275 279.6	CTAF 123.0
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1100	3000	SYR R-018	PAGER	LOM I-FZY [5.8]	OSSGO I-FZY [10.8]	Procedure Turn NA
VGSI and ILS glidepath not coincident.						
I-FZY [0.9]		2814		330° 3000		GS 4.35° TCH 71
4.9 NM		5 NM				
CATEGORY	A	B	C	D		
S-ILS 33	725-1 250 (300-1)	NA				
S-LOC 33	840-1 365 (400-1)					840-1¼ 365 (400-1¼)
CIRCLING	1000-1 525 (600-1)	1000-1½ 525 (600-1½)		1040-2 565 (600-2)		

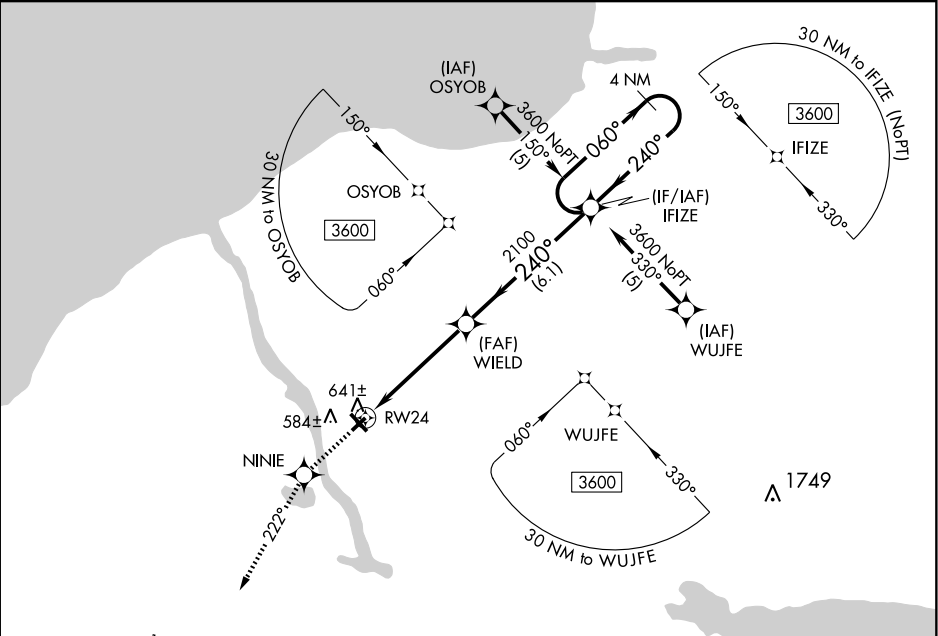
APP CRS	Rwy Idg	3996
240°	TDZE	469
	Apt Elev	475

# RNAV (GPS) RWY 24

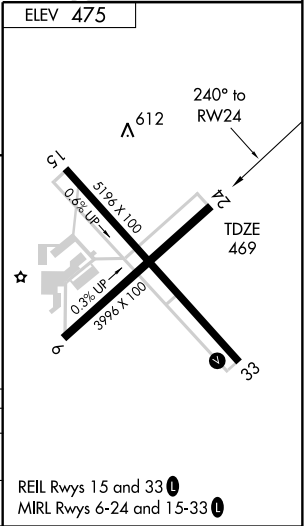
FULTON/OSWEGO COUNTY (F'ZY)

<p><b>▽</b> DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Syracuse Hancock Intl altimeter setting and increase all MDA 60 feet and LNAV Cat C and D visibility ¼ mile. VDP NA when using Syracuse Hancock Intl altimeter setting.</p> <p><b>⚠</b></p>	<p>MISSED APPROACH: Climb to 3000 direct NINIE and via track 222° to LYSAN and hold.</p>
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ASOS 119.275	SYRACUSE APP CON 134.275 279.6	CTAF 123.0 <b>0</b>
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3000	NINIE	TRK 222°	LYSAN
↑	✱		△
WIELD			
IFIZE			
4 NM Holding Pattern			
RW24			
1.4 NM to RW24			
3.04° TCH 40			
1.4 NM 3.5 NM 6.1 NM			
CATEGORY	A	B	C
LNAV MDA	960-1 491 (500-1)	960-1¼ 491 (500-1¼)	960-1½ 491 (500-1½)
CIRCUING	1000-1 525 (600-1)	1000-1½ 525 (600-1½)	1040-2 565 (600-2)



VOR RWY 33

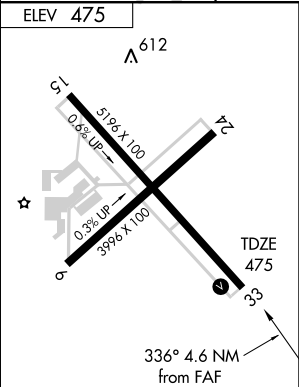
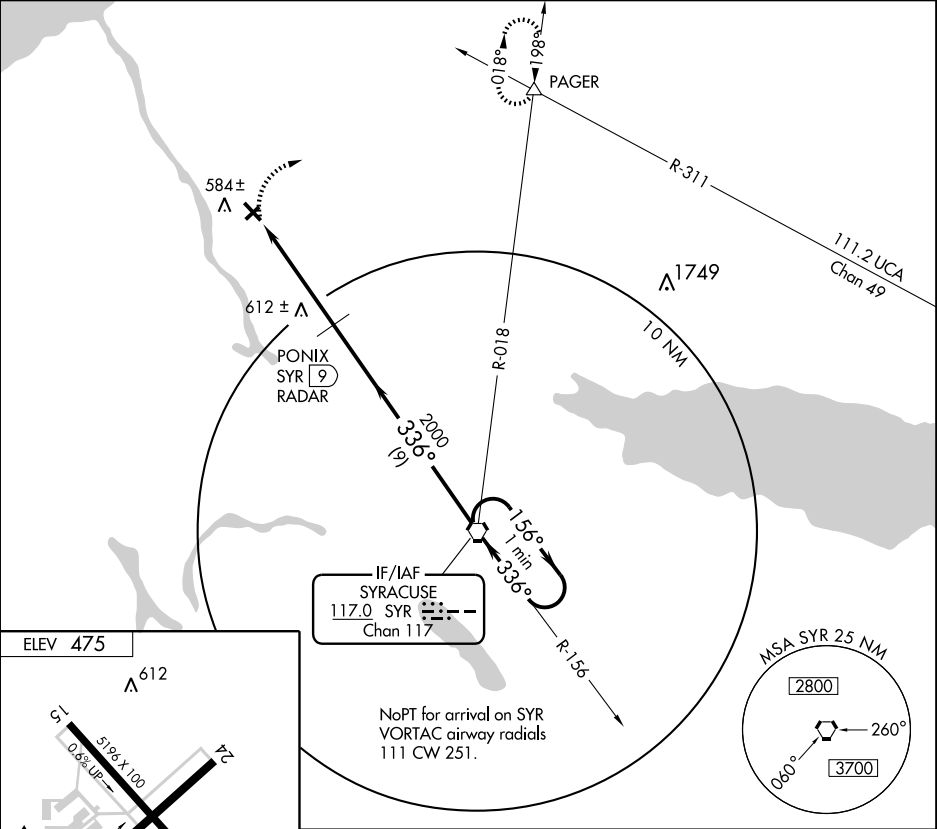
FULTON/ OSWEGO COUNTY (FZY)

VORTAC SYR	APP CRS	Rwy Idg	5197
117.0	336°	TDZE	475
Chan 117		Apt Elev	475

**▼** DME or Radar Required. Visibility reduction by helicopters NA.  
**▲** When local altimeter setting not received; use Syracuse Hancock Intl altimeter setting and increase all MDA 60 feet and increase S-33 Cat D visibility and Circling Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 via heading 090° and SYR R-018 to PAGER INT and hold.

ASOS	SYRACUSE APP CON	CTAF
119.275	134.275 279.6	123.0 0



REIL Rwy 15 and 33  
MIRL Rwy 6-24 and 15-33

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

3000	SYR R-018	PAGER	PONIX SYR 9 RADAR	VORTAC	One Minute Holding Pattern
hdg 090°					
336°	156°	336°	2000		
4.6 NM	9 NM				
SYR 13.6					
≤ 3.07°	TCH 40				
CATEGORY	A	B	C	D	
S-33	880-1	405 (500-1)	880-1¼	405 (500-1¼)	
CIRCLING	1000-1	525 (600-1)	1000-1½	1040-2	
			525 (600-1½)	565 (600-2)	

▼

Inoperative table does not apply; Cat. D S-LOC-1 visibility increased ¼ mile for inoperative MALSR.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct GF LOM and hold.

ASOS 119.925	ALBANY APP CON 132.825 307.2	UNICOM 123.0 (CTAF) 0
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ADF REQUIRED

LOCALIZER 110.7  
I-GFL

LOM/IAF  
GANSE  
209 GF

IAF  
CAMBRIDGE  
115.0 CAM  
Chan 97

2000 to GF LOM  
313° (3)  
and  
012° (9.4)

3200 NoPT  
313° (9.8)

ALDEN  
CAM 9.8

MSA GF 25 NM

ELEV 328

FAF to MAP 4.8 NM

HIRL Rwy 1-19

MIRL Rwy 12-30

TDZE 324

One Minute Holding Pattern

GS 3.00°  
TCH 54

CATEGORY		A	B	C	D
S-ILS 1		574-1 250 (300-1)			
S-LOC 1		700-1 376 (400-1)			
CIRCLING		840-1	512 (600-1)	840-1½ 512 (600-1½)	900-2 572 (600-2)

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-2, 17 DEC 2009 to 14 JAN 2010

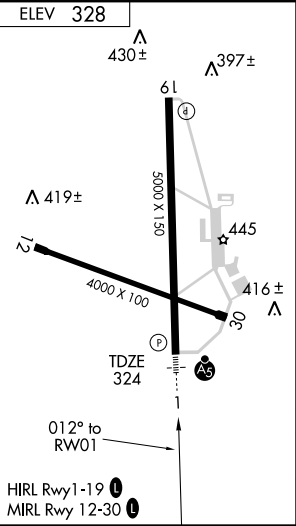
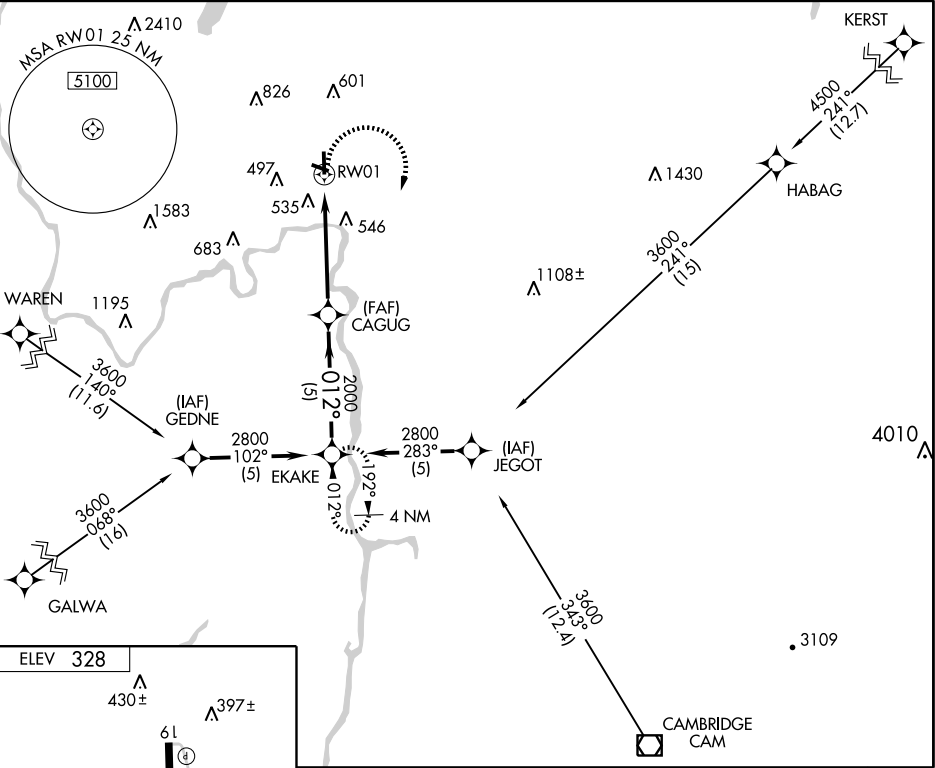
APP CRS	Rwy Idg	5000
012°	TDZE	324
	Apt Elev	328

# RNAV (GPS) RWY 1

GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

<div><div>▼</div><div>GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Inoperative table does not apply to Cat A &amp; B.</div></div>	<div><div>MALSR</div><div></div></div>	<div>MISSED APPROACH: Climbing right turn to 4000 direct EKAKE WP and hold.</div>
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ASOS 119.925	ALBANY APP CON 132.825 307.2	UNICOM 123.0 (CTAF) 0
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	EKAKE		CAGUG		RWY 1	
	2800		2000		1.5 NM to RWY 1	
	Procedure Turn NA		3.05° TCH 52			
	5 NM		3.5 NM		1.5 NM	
CATEGORY	A	B	C	D		
LNAV MDA	860-1		536 (600-1)		860-1½ 536 (600-1½)	
CIRCLING	860-1		532 (600-1)		900-2 572 (600-2)	



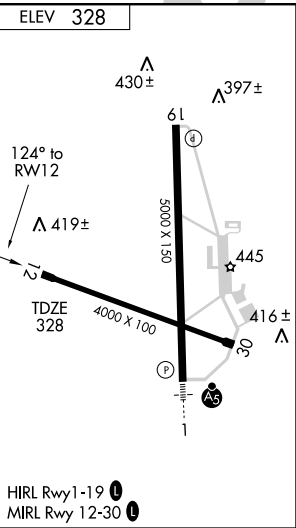
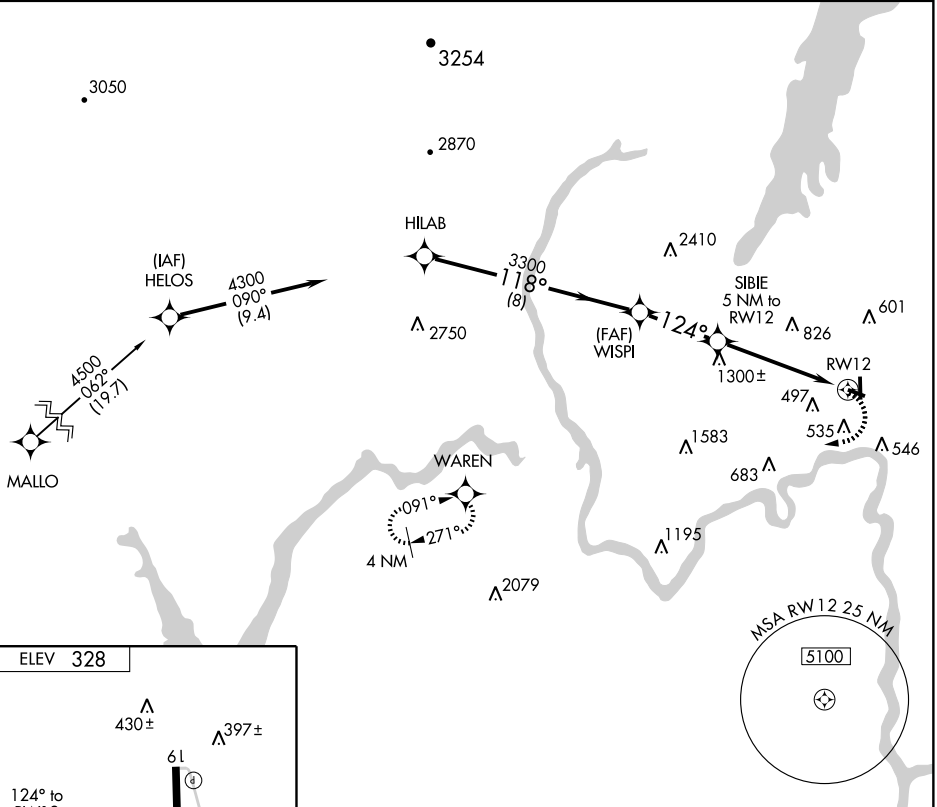
APP CRS	Rwy Idg	4000
124°	TDZE	328
	Apt Elev	328

RNAV (GPS) RWY 12

GLENS FALLS/ FLOYD BENNETT MEMORIAL (GF/L)

<div><div>▼</div><div>NA</div></div>	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing right turn to 4000 direct to WAREN WP and hold.
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ASOS 119.925	ALBANY APP CON 132.825 307.2	UNICOM 123.0 (CTAF) 0
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	HILAB	WISPI	SIBIE 5 NM to RW12	RW12
	4300	3300	2200	
	Procedure Turn NA	3.47° TCH 45		
	8 NM	3 NM	5 NM	
CATEGORY	A	B	C	D
LNAV MDA	1560-1¼ 1232 (1300-1¼)	1560-1½ 1232 (1300-1½)	1560-3	1232 (1300-3)
CIRCLING	1560-1¼ 1232 (1300-1¼)	1560-1½ 1232 (1300-1½)	1560-3	1232 (1300-3)

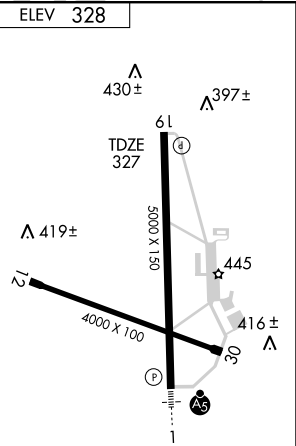
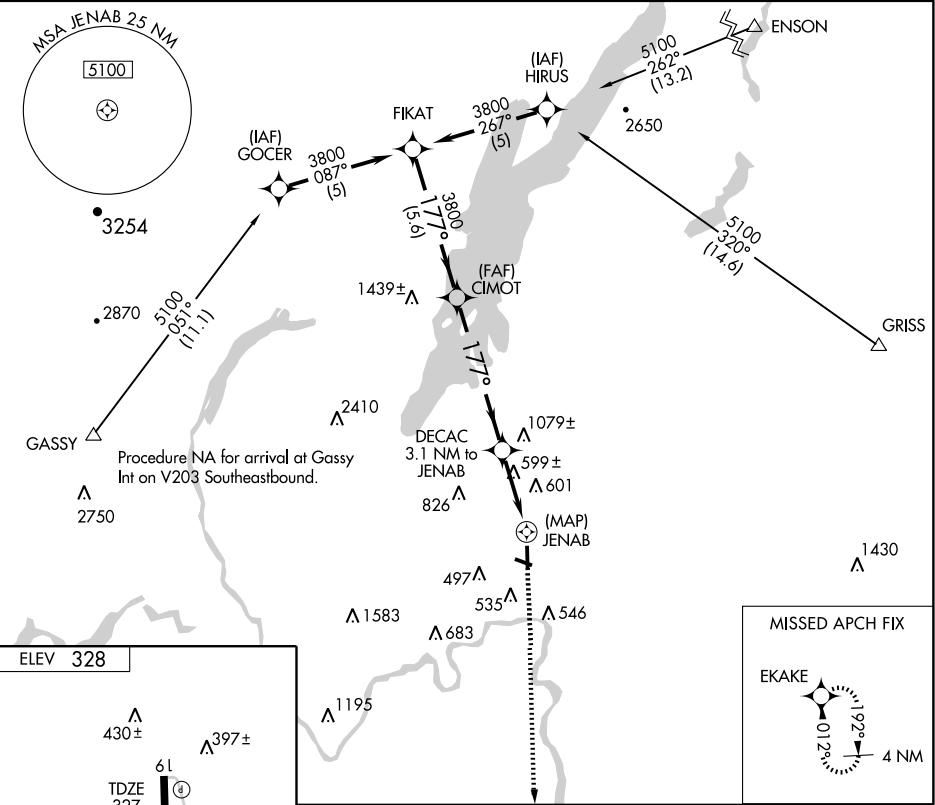
APP CRS	Rwy Idg	5000
177°	TDZE	327
	Apt Elev	328

RNAV (GPS) RWY 19

GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

<div><div>▼</div><div>NA</div></div>	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 4000 direct EKAKE WP and hold.
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ASOS 119.925	ALBANY APP CON 132.825 307.2	UNICOM 123.0 (CTAF) 0
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	4000	EKAKE					
			DECAC 3.1 NM to JENAB	CIMOT	FIKAT		Procedure Turn NA
			JENAB	177°	3800		VGSI and descent angles not coincident.
			1680	3.50° TCH 48			
			0.5	3.1 NM	5.7 NM	5.6 NM	
CATEGORY	A	B	C	D			
LNAV MDA	860-1	533 (600-1)	860-1½ 533 (600-1½)	860-1¾ 533 (600-1¾)			
CIRCLING	860-1	532 (600-1)	860-1½ 532 (600-1½)	900-2 572 (600-2)			

HIRL Rwy1-19 0  
MIRL Rwy 12-30 0

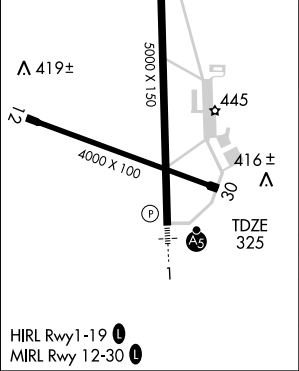
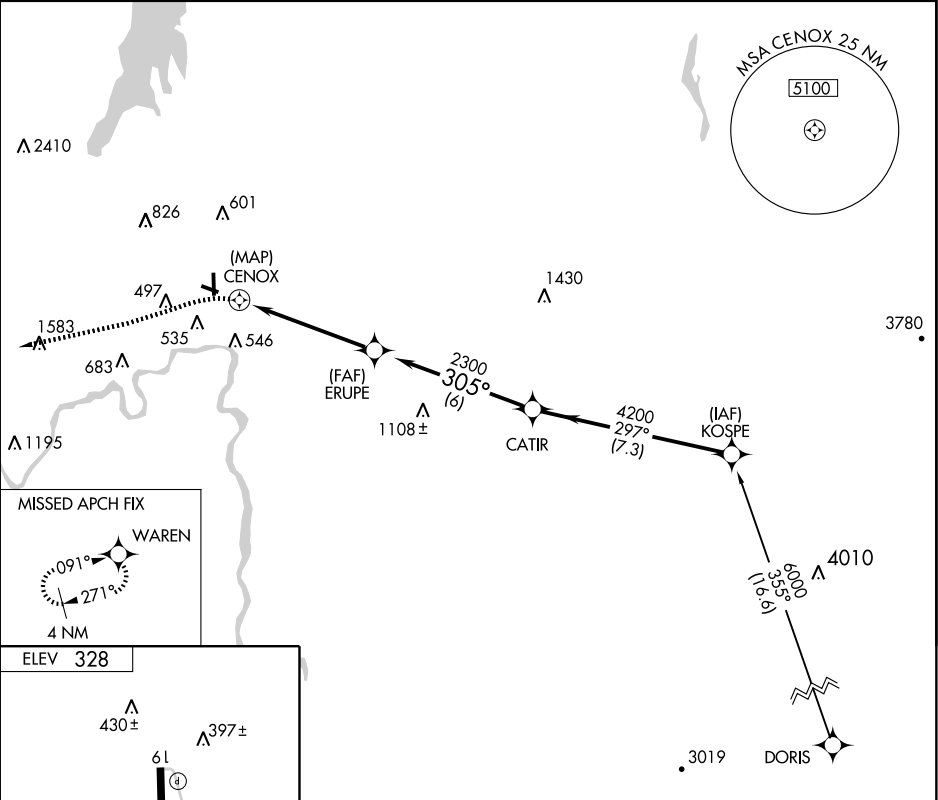
APP CRS	Rwy Idg	4000
305°	TDZE	325
	Apt Elev	328






# RNAV (GPS) RWY 30

GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

 GPS or RNP-0.3 required.  NA DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing left turn to 4000 direct WAREN WP and hold.
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ASOS 119.925	ALBANY APP CON 132.825 307.2	UNICOM 123.0 (CTAF) 
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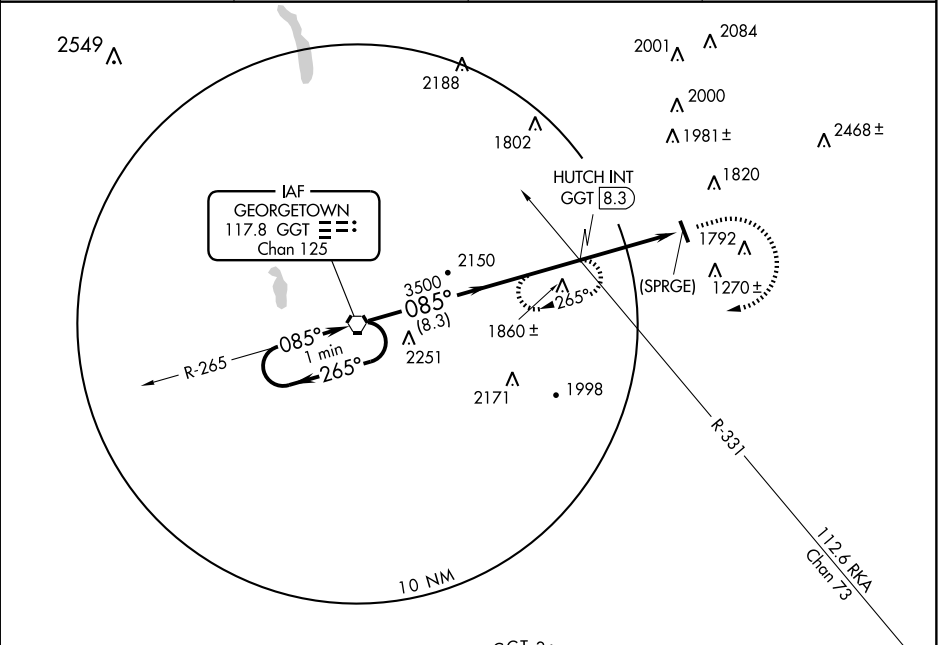


 				
  				
Procedure Turn NA				
CATEGORY	A	B	C	D
LNVA MDA	1020-1	695 (700-1)	1020-2 695 (700-2)	1020-2¼ 695 (700-2¼)
CIRCLING	1020-1	692 (700-1)	1020-2 692 (700-2)	1020-2¼ 692 (700-2¼)

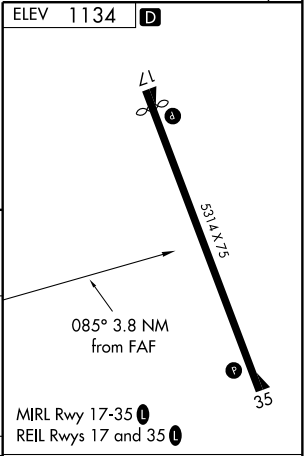
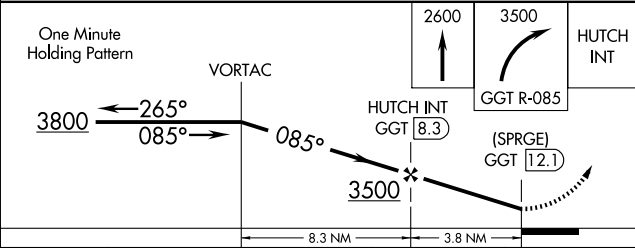
VORTAC GGT	APP CRS	Rwy Idg	N/A
117.8	085°	TDZE	N/A
Chan 125		Apt Elev	1134

VOR or GPS-A  
HAMILTON MUNI (VGC)

▼ ▲ NA Use Syracuse Hancock Intl altimeter setting.		MISSED APPROACH: Climb to 2600 then climbing right turn to 3500 via GGT R-085 to HUTCH Int and hold.	
AWOS-3 119.425	SYRACUSE APP CON 126.125 269.125	UNICOM 123.0 (CTAF)	122.7



NoPT for arrivals on GGT VORTAC  
airway radials 249 CW 334.



CATEGORY	A	B	C	D	FAF to MAP 3.8 NM					
CIRCLING	2240-1¼	2240-1½	2240-3	NA	Knots	60	90	120	150	180
	1106 (1200-1¼)	1106 (1200-1½)	1106 (1200-3)		Min:Sec	3:48	2:32	1:54	1:31	1:16

▼

▲ NA

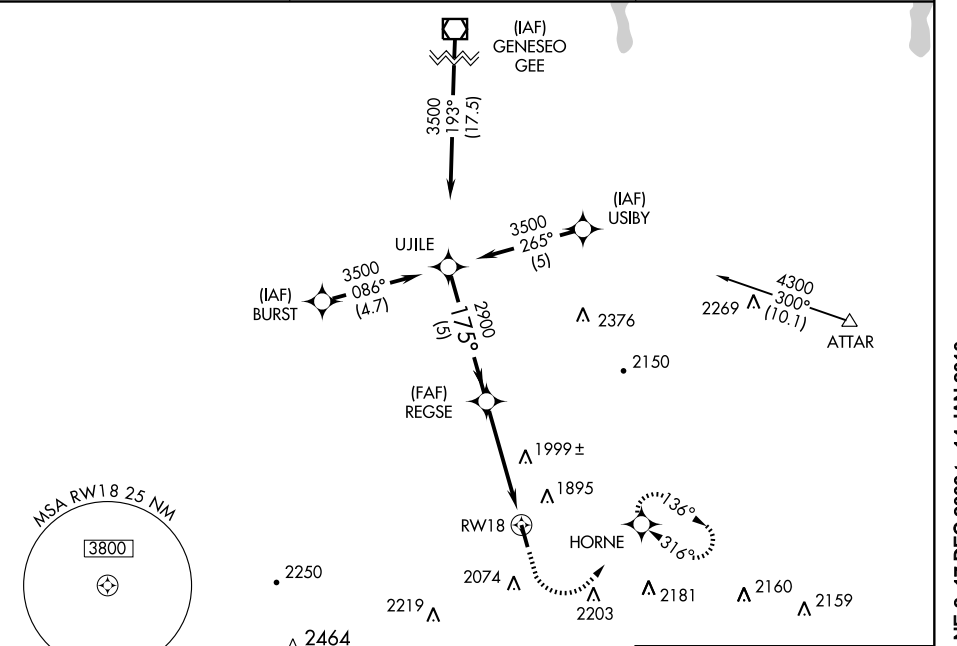
Obtain local altimeter setting on CTAF;  
when not received, use Elmira/Corning Rgnl  
altimeter setting.

MISSED APPROACH: Climb to 2500, then left climbing  
turn to 4000 direct HORNE WP and hold.

AWOS-3  
118.475

CLEVELAND CENTER  
124.325 353.850

UNICOM  
122.7 (CTAF) 0



UJILE

3500

Procedure Turn NA

REGSE

2900

VGSI and descent angles not coincident.

2500

4000

HORNE

175°

3.31°

TCH 40

5 NM

4.7 NM

RW18

CATEGORY	A	B	C	D
S-18	2260-1¼ 1047 (1100-1¼)	2260-1½ 1047 (1100-1½)	2260-3 1047 (1100-3)	NA
CIRCLING	2320-1¼ 1100 (1100-1¼)	2320-1½ 1100 (1100-1½)	2440-3 1220 (1300-3)	NA

ELMIRA/CORNING RGNL ALTIMETER SETTING MINIMUMS

S-18	2520-1¼ 1307 (1300-1¼)	2520-1½ 1307 (1300-1½)	2520-3 1307 (1300-3)	NA
CIRCLING	2600-1¼ 1380 (1400-1¼)	2600-1½ 1380 (1400-1½)	2700-3 1480 (1500-3)	NA

ELEV 1220

Rwy 18 Idg 4500'

175° to RWY 18

TDZE 1213

81

5000 X 75

0.5% UP

36

MIRL Rwy 18-36 0

REIL Rwy 18 and 36 0

NE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
355°	TDZE	1196
	Apt Elev	1220

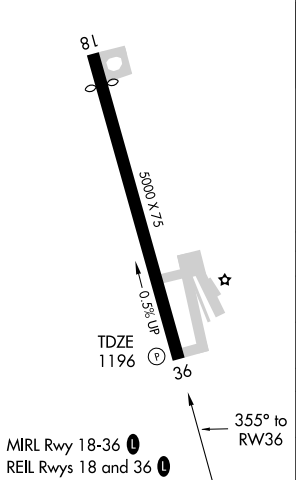
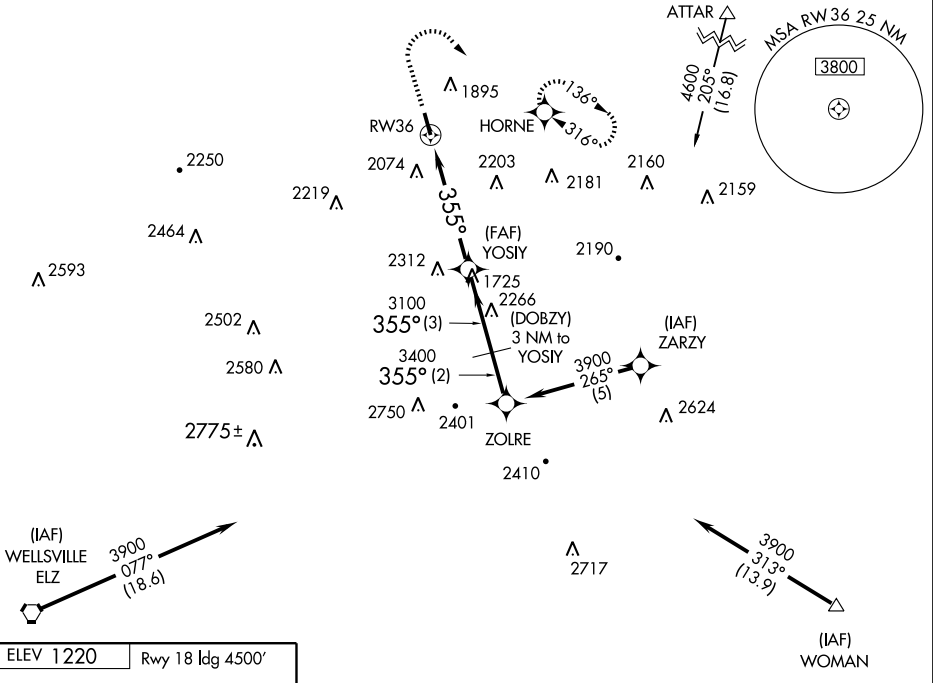
▼

NA

Obtain local altimeter setting on CTAF;  
when not received, use Elmira/Corning  
Rgnl altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing  
right turn to 4000 direct HORNE WP and hold.

AWOS-3 118.475	CLEVELAND CENTER 124.325 353.850	UNICOM 122.7 (CTAF) 0
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2500

4000

HORNE

YOSIY

ZOLRE

(DOBZY) 3 NM to YOSIY

3100

3400

3900

Procedure Turn NA

VGSI and descent angles not coincident.

5 NM

3 NM

2 NM

CATEGORY	A	B	C	D
S-36	2260-1¼ 1064 (1100-1¼)	2260-1½ 1064 (1100-1½)	2260-3 1064 (1100-3)	NA
CIRCLING	2320-1¼ 1100 (1100-1¼)	2320-1½ 1100 (1100-1½)	2360-3 1140 (1200-3)	NA

ELMIRA/CORNING RGNL ALTIMETER SETTING MINIMUMS

S-36	2520-1¼ 1324 (1300-1¼)	2520-1½ 1324 (1300-1½)	2520-3 1324 (1300-3)	NA
CIRCLING	2600-1¼ 1380 (1400-1¼)	2600-1½ 1380 (1400-1½)	2620-3 1400 (1400-3)	NA

NE-2, 17 DEC 2009 to 14 JAN 2010

VORTAC ELZ <b>111.4</b> Chan <b>51</b>	APP CRS <b>048°</b>	Rwy Idg TDZE Apt Elev <b>1220</b>	<b>N/A</b> <b>N/A</b> <b>1220</b>
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VOR/DME-A  
HORNELL MUNI (4G6)

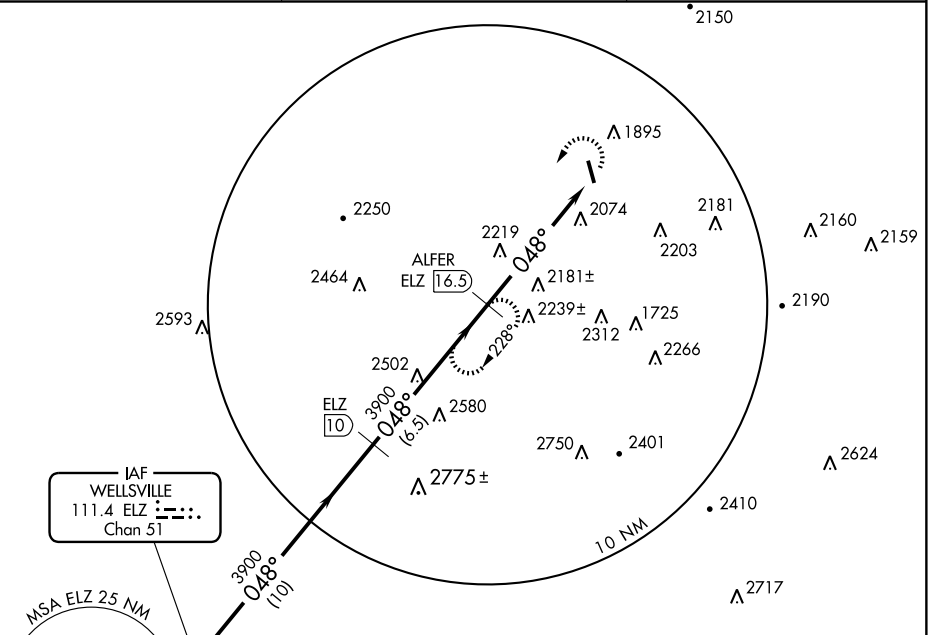
Obtain local altimeter setting on CTAF;  
when not received, use Elmira/Corning Rgnl  
altimeter setting.

MISSED APPROACH: Climbing left turn to 3900  
via ELZ R-048 to ALFER 16.5 DME and hold.

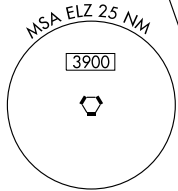
AWOS-3  
**118.475**

CLEVELAND CENTER  
**124.325 353.850**

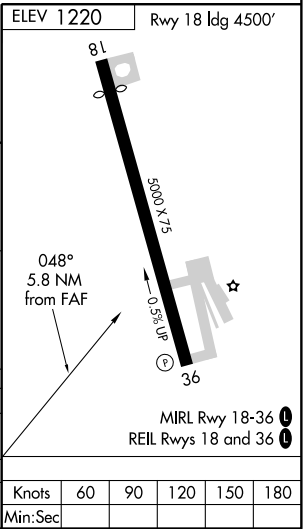
UNICOM  
**122.7 (CTAF) 0**



IAF  
WELLSVILLE  
111.4 ELZ ---  
Chan 51



<p>VORTAC      ELZ 10      ALFER ELZ 16.5</p> <p>3900 — 048° — 3900 * — 048° — ELZ 22.3</p> <p>Procedure Turn NA</p> <p>10 NM      6.5 NM      5.8 NM</p>				
CATEGORY	A	B	C	D
CIRCLING	2440-1¼ 1220 (1300-1¼)	2440-1½ 1220 (1300-1½)	2440-3 1220 (1300-3)	NA
ELMIRA/CORNING RGNL ALTIMETER SETTING MINIMUMS				
CIRCLING	2700-1¼ 1480 (1500-1¼)	2700-1½ 1480 (1500-1½)	2700-3 1480 (1500-3)	NA



NDB PFH  
**272**

APP CR  
027°

Rwy Idg	TDZE	Apt Elev
18L	100	100
18R	100	100
9	100	100
10	100	100
11	100	100
12	100	100
13	100	100
14	100	100
15	100	100
16	100	100
17	100	100
18	100	100
19	100	100
20	100	100
21	100	100
22	100	100
23	100	100
24	100	100
25	100	100
26	100	100
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31	100	100
32	100	100
33	100	100
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36	100	100
37	100	100
38	100	100
39	100	100
40	100	100
41	100	100
42	100	100
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100	100	100

N/A  
N/A  
198

NDB-A

HUDSON/ COLUMBIA COUNTY (1B1)



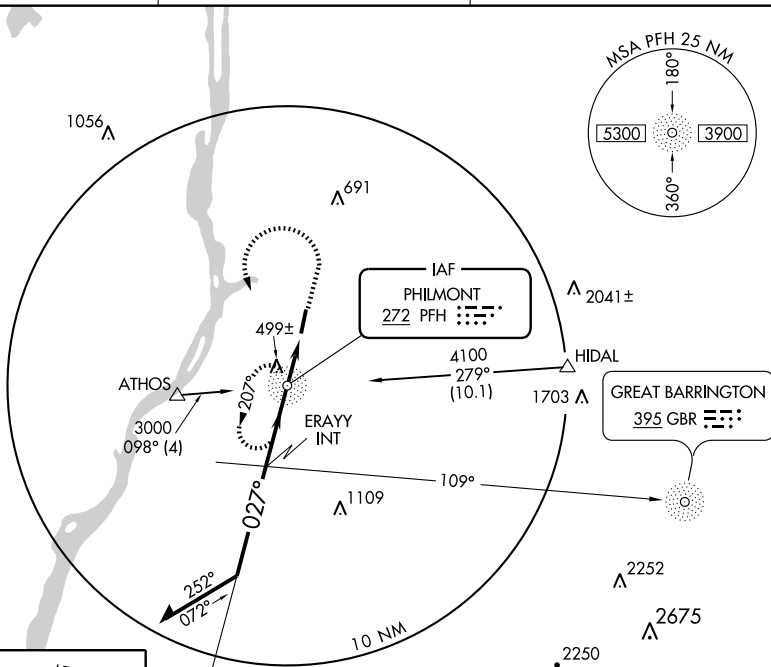
**Visibility reduction by helicopters NA.** When local altimeter setting not received, use Albany altimeter setting and increase all MDA 80 feet, increase Cat C visibility ½ mile and Cat D visibility ¼ mile.



**MISSED APPROACH:** Climb to 1500 then climbing left turn to 2700 direct PFH NDB and hold.

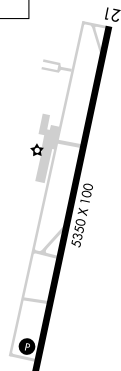
AWOS-3  
133.525

ALBANY APP CON  
132,825 307.2

UNICOM  
123.05 (CTAF) **L**

NE-2: 17 DEC 2009 to 14 JAN 2010

ELEV 198



027° 1.9 NM

REIL Rwy 3  
MIRI Rwy 3-21

FAF to MAP 1.9 NM

Remain  
within 10 NM

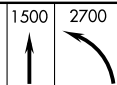
NDB

2700

ERAYY  
INT

2200

1400  $\times$   $\frac{5.80^\circ}{\text{TCH } 20}$



CATEGORY

A

1

--	--

D

CIRCUING

800.

82

860-1<sup>3</sup>/<sub>4</sub>

0-2 1/4

CIRCLING

02 (70

622 (7

2 (700-1<sup>3</sup>/<sub>4</sub>)

800-2



# RNAV (GPS) RWY 3

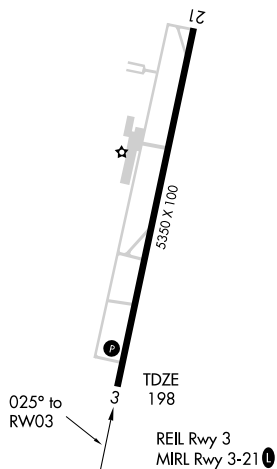
## HUDSON/COLUMBIA COUNTY (1B1)

**MISSED APPROACH:** Climb to 3200 direct JAPUT and hold, continue climb-in-hold to 3200.

UNICOM  
123.05 (CTAF) **L**

Figure 1: Schematic diagram of the optical setup. The diagram shows a laser beam at 3200 nm with a 205° angle and a 025° angle. The beam is directed towards a 2200 nm beam. The beams intersect at a COPAP (Common Optical Path) point. The distance from the 3200 nm beam to the COPAP is 4 nm. The distance from the COPAP to the RW03 (Resonant Waveguide) is 4.5 nm. The distance from the 2200 nm beam to the COPAP is 2 nm. The angle of the 2200 nm beam is 025°. The laser beam is labeled GS 3.00° TCH 40.

CATEGORY	A	B	C	D
LPV DA	500-1 302 (400-1)			
RNAV/ VNAV DA	842-2¼ 644 (700-2¼)			
RNAV MDA	760-1 562 (600-1)	760-1½ 562 (600-1½)	760-1¾ 562 (600-1¾)	
CIRCLING	760-1 562 (600-1)	820-1 622 (700-1)	860-1¾ 662 (700-1¾)	920-2¼ 722 (800-2¼)

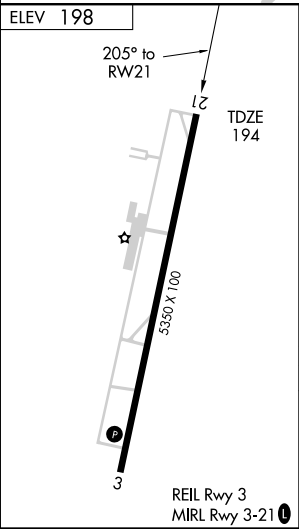
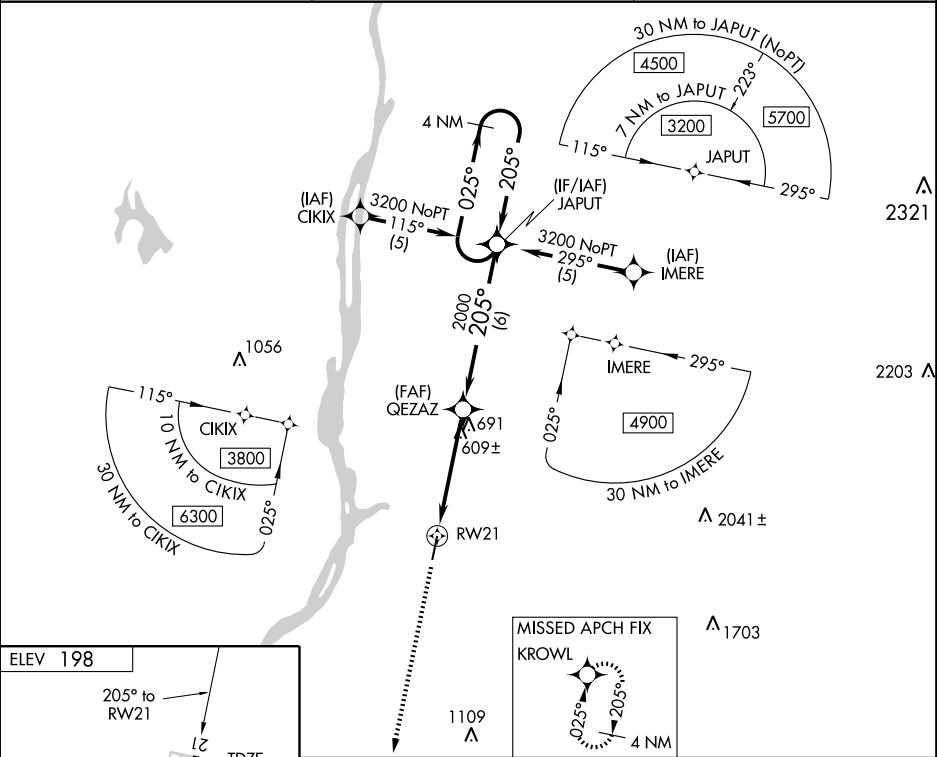


WAAS CH <b>40215</b> <b>W21A</b>	APP CRS <b>205°</b>	Rwy Idg TDZE Apt Elev	<b>5350</b> <b>194</b> <b>198</b>
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**RNAV (GPS) RWY 21**  
HUDSON/COLUMBIA COUNTY (1B1)

<b>▽</b> DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all DA 76 feet and all MDA 80 feet, increase LPV all Cats visibility ¼ mile, LNAV Cat B ¼ mile, Cats C and D ½ mile. Circling Cat B ¼ mile, Cat C ½ mile and Cat D ½ mile.	<b>MISSED APPROACH:</b> Climb to 3200 direct KROWL and hold.
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AWOS-3 <b>133.525</b>	ALBANY APP CON <b>132.825 307.2</b>	UNICOM <b>123.05 (CTAF) 0</b>
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4 NM Holding Pattern			
RW21			
QEZAZ 2000			
JAPUT 3200			
GS 3.52° TCH 60			
CATEGORY	A	B	C
LPV DA	614-1¼ 420 (500-1¼)		
LNAV MDA	860-1	666 (700-1)	860-2 666 (700-2)
CIRCLING	860-1	662 (700-1)	860-1¾ 920-2¼ 722 (800-2¼)

# AIRPORT DIAGRAM

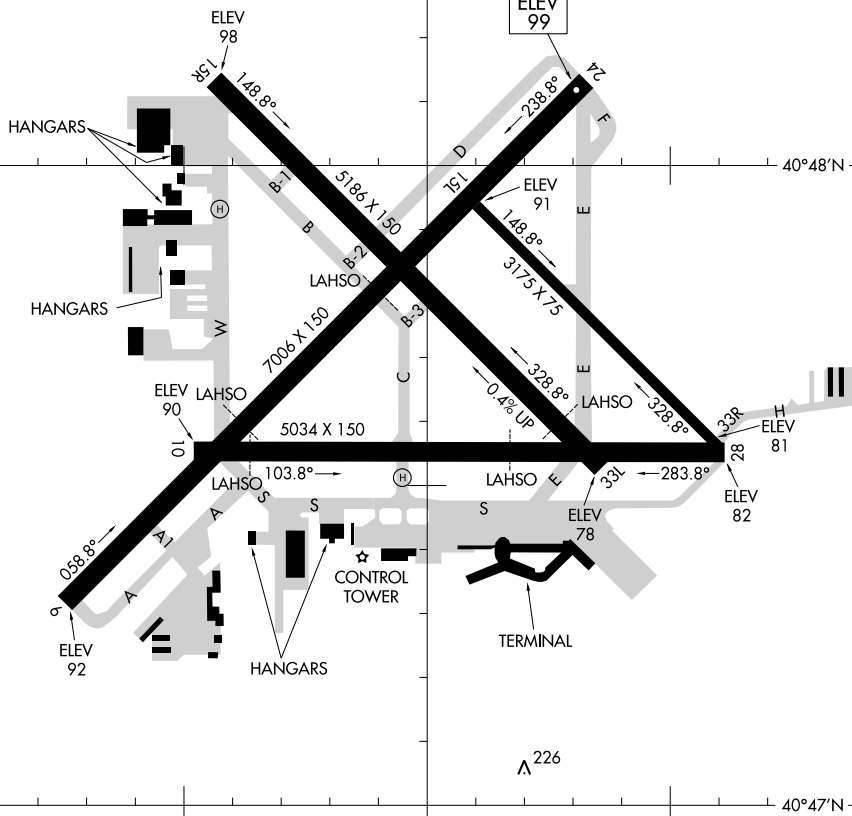
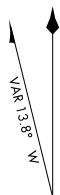
AL-948 (FAA)

ISLIP/ LONG ISLAND MACARTHUR (ISP)  
ISLIP, NEW YORK

ATIS  
120.725  
LONG ISLAND TOWER ★  
119.3 335.5  
GND CON  
135.3  
CLNC DEL  
121.85

RWY 6-24  
S100, T170, D210, ST175, DT300  
RWY 10-28  
S32, D56, DT92  
RWY 15R-33L  
S100, D170, ST175, DT300  
RWY 15L-33R  
S25

JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.0° E



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-2, 17 DEC 2009 to 14 JAN 2010

73°07'W

73°06'W

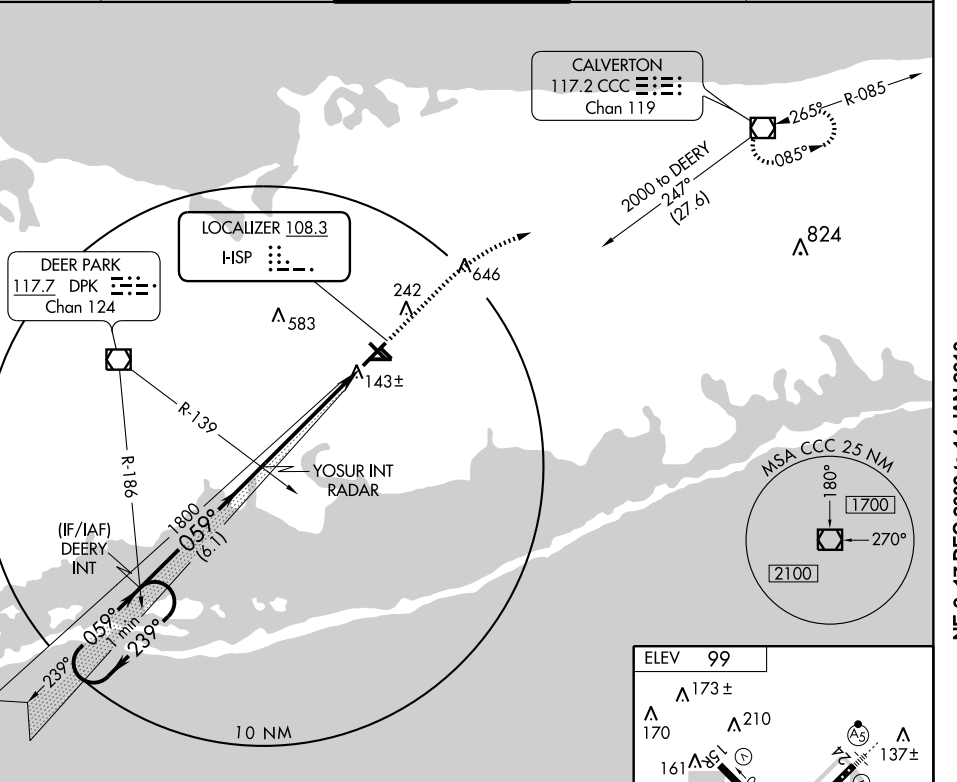
LOC I-ISP	APP CRS	Rwy Idg	7006
108.3	059°	TDZE	94
		Apt Elev	99

When local altimeter setting not received, use Shirley altimeter setting and increase S-ILS 6 DA to 322 and all MDA 40 feet.  
For inoperative MALSR, increase S-LOC 6 Cat D visibility to RVR 5000.  
\*\* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct CCC VOR/DME and hold.

ATIS	NEW YORK APP CON	LONG ISLAND TOWER★	GND CON	CLNC DEL
120.725	118.0 343.75	119.3 (CTAF) 335.5	135.3	121.85



VGSI and ILS glidepath not coincident.

DEERY INT

YOSUR INT RADAR

600

2000

CCC 117.2

2000

239°

059°

059°

1800

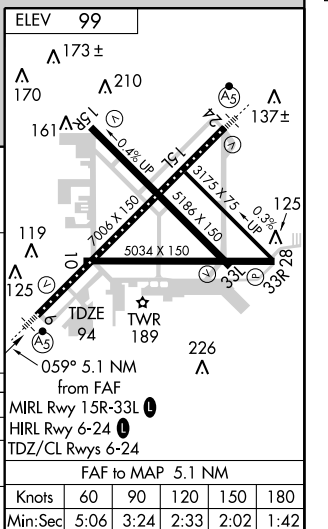
GS 3.00°

TCH 54

6.1 NM

5.1 NM

CATEGORY	A	B	C	D
S-ILS 6	**294/24 200(200-½)			
S-LOC 6	400-24 306 (400-½)		400/40 306 (400-¾)	
CIRCLING	580-1 481 (500-1)		580-1½ 481 (500-1½)	660-2 561 (600-2)




NE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-RXN <b><u>108.3</u></b>	APP CRS <b>239°</b>	Rwy Idg TDZE Apt Elev	<b>7006</b> <b>99</b> <b>99</b>
----------------------------------	------------------------	-----------------------------	---------------------------------------

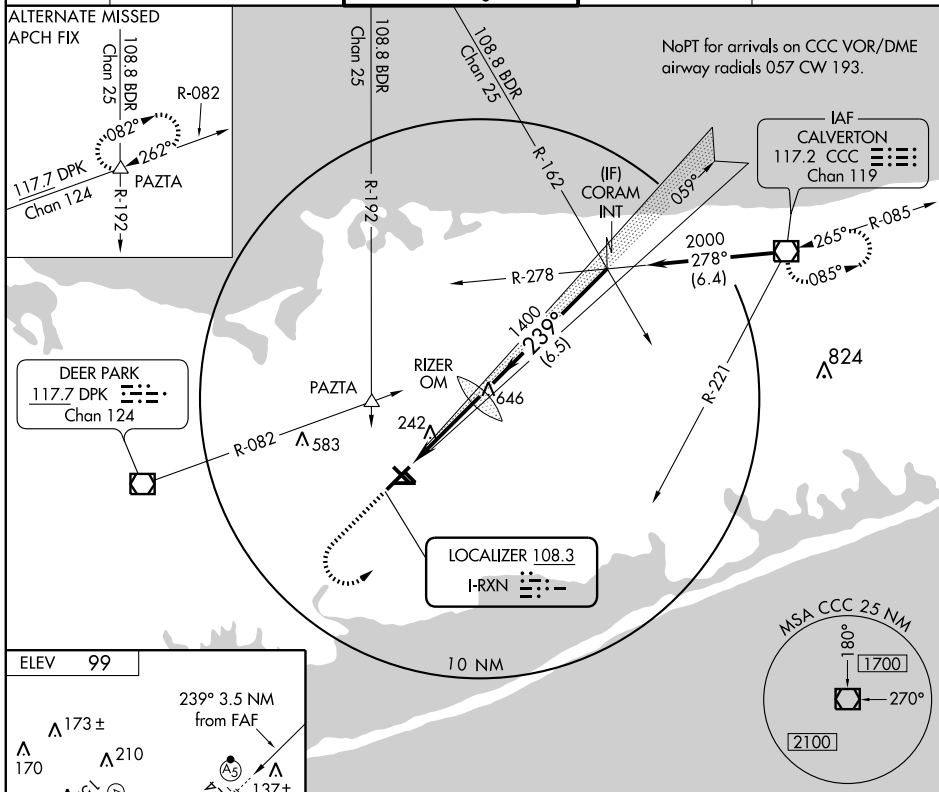
## ILS or LOC RWY 24

ISUP/ LONG ISLAND MAC ARTHUR (ISP)

<p><b>T</b> **RVR 1800 authorized with the use of FD or AP or HUD to DA.</p> <p><b>A</b> When local altimeter setting not received, use Shirley altimeter setting and increase S-LS 24 DA to 327 and all MDA 40 feet and increase S-LOC Cat D visibility to RVR 5000.</p>	<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 2000 then left turn via heading 100° and CCC R-221 to CCC VOR/DME and hold.</p>
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ATIS <b>120.725</b>	NEW YORK APP CON <b>118.0 343.75</b>	LONG ISLAND TOWER* <b>119.3 (CTAF) 0 335.5</b>	GND CON <b>135.3</b>	CLNC DEL <b>121.85</b>
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ALTERNATE MISSED	
APCH FIX	- -



ELEV 99

239° 3.5 NM from FAF

A 173±

A 170

A 210

A 137±

A 161

A 51

0.4°

151

TDZE 99

3175 x 75

518 x 150

0.3°

125

119

A 10

7006 x 150

5034 x 150

331

33R

A 226

TWR 189

MRL Rwy 15R-33L

HIRL Rwy 6-24

TDZ/CL Rwy 6-24

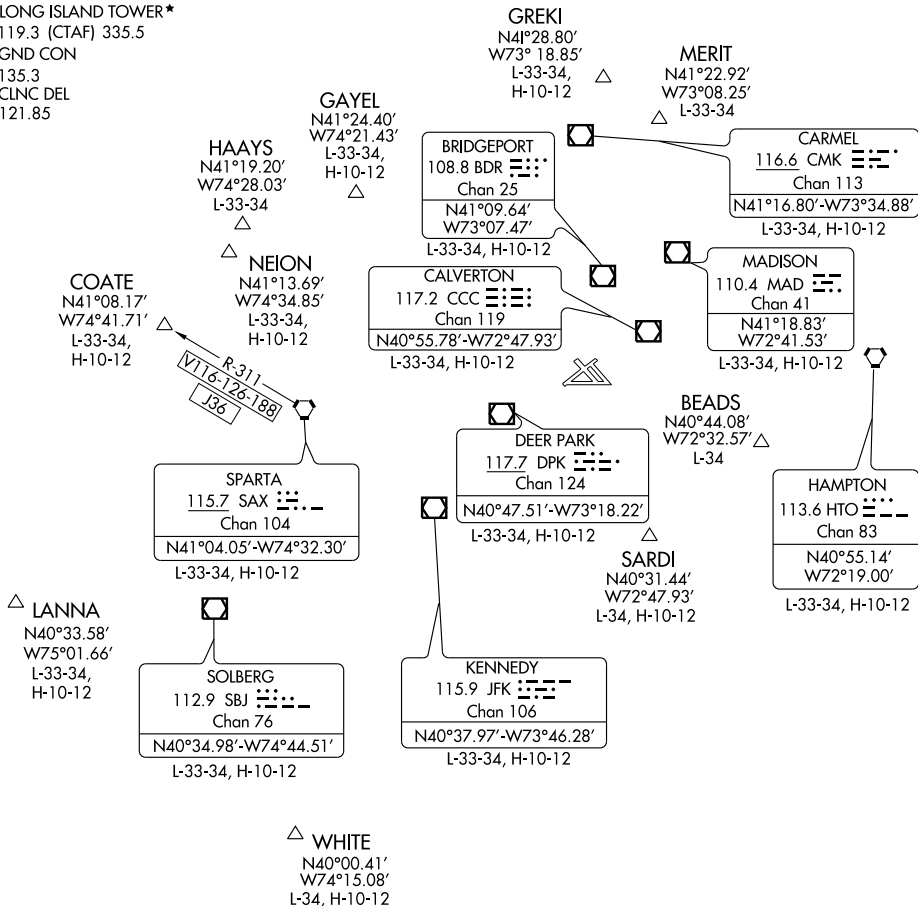
FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

2000 ↑	100°	CCC R-221 117.2	CCC 117.2		
*LOC only					
3.5 NM		6.5 NM			
CATEGORY	A	B	C	D	
S-ILS 24	** 299/24 200 (200-½)				
S-LOC 24	500/24	401 (500-½)	500/40	401 (500-¾)	
CIRCLING	580-1	481 (500-1)	580-1½ 481 (500-1½)	660-2 561 (600-2)	

## LONG ISLAND THREE DEPARTURE

ISLIP, NEW YORK

ATIS 120.725  
NEW YORK APP CON  
118.0 343.75  
LONG ISLAND TOWER★  
119.3 (CTAF) 335.5  
GND CON  
135.3  
CLNC DEL  
121.85



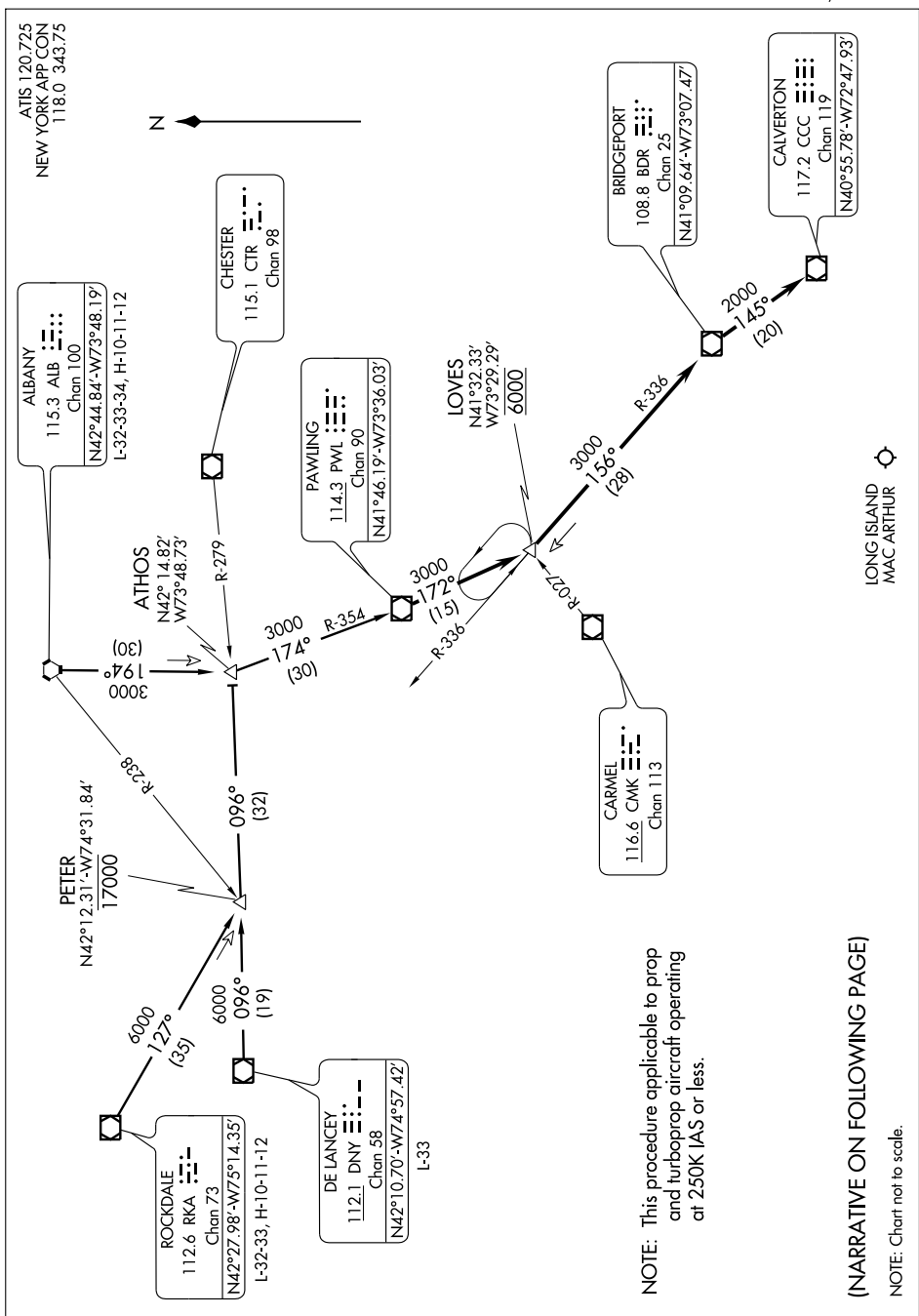
NOTE Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb on runway heading. Thence via vectors to assigned route/fix. Maintain 3,000 feet, expect clearance to filed altitude/flight level 10 minutes after departure.

NOTE: COATE departures expect vectors to SAX VORTAC or SAX R-311.

## LOVES TWO ARRIVAL



## LOVES TWO ARRIVAL (LOVES.LOVES2)

## ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.LOVES2): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

DE LANCEY TRANSITION (DNY.LOVES2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

ROCKDALE TRANSITION (RKA.LOVES2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to BDR VOR/DME. Then via direct to CCC VOR/DME (MEA 2000). Expect radar vectors to the final approach course.



LOM IS	APP CRS	Rwy Idg	<b>7006</b>
<b><u>366</u></b>	<b>059°</b>	TDZE	<b>94</b>
		Apt Elev	<b>99</b>

NDB RWY 6  
ISLIP/ LONG ISLAND MAC ARTHUR (ISP)

**T** When local altimeter setting not received, use Shirley  
**A** altimeter setting and increase all MDA 40 feet and  
increase S-6 Cat C and D visibility  $\frac{1}{4}$ .

MALSR

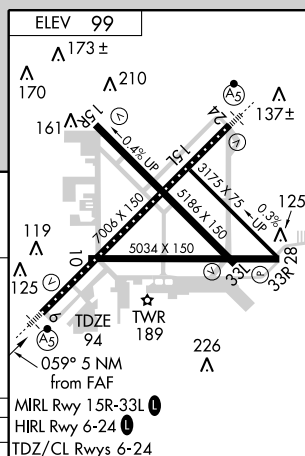
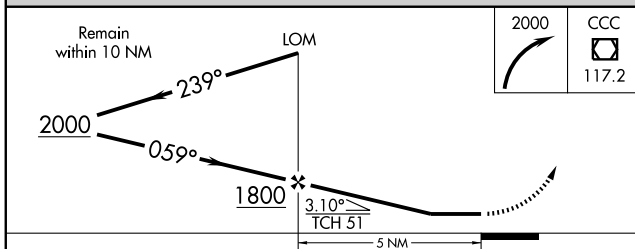
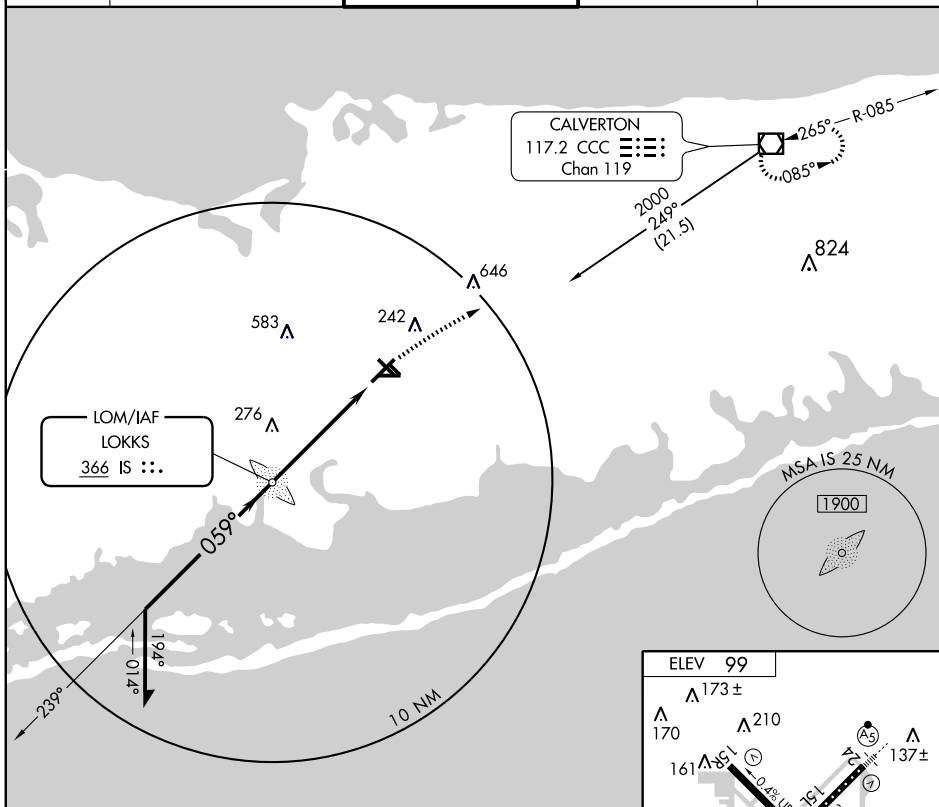
MISSED APPROACH: Climbing right turn to 2000 direct CCC VOR/DME and hold.

ATIS	NEW YORK APP CON
120.725	118.0 343.75

LONG ISLAND TOWER★  
119.3 (CTAF) 335.5

GND CON  
**135.3**

CLNC DEL  
**121,85**

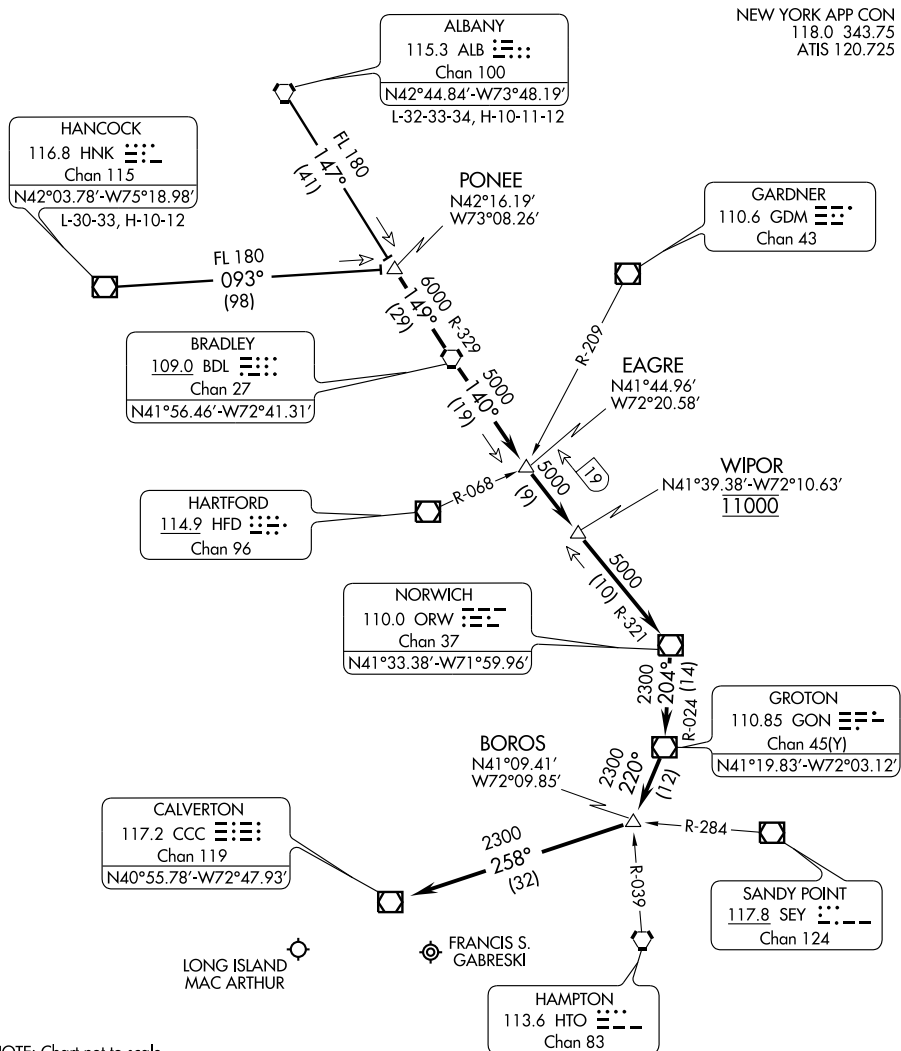


CATEGORY	A	B	C	D
S-6	580/40 486 (500-¾)			580/60 486 (500-1¼)
CIRCLING	580-1 481 (500-1)		580-1½ 481 (500-1½)	660-2 561 (600-2)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

## PONEE TWO ARRIVAL

ISLIP, NEW YORK



NOTE: Chart not to scale.

ALBANY TRANSITION (ALB.PONEE2): From over ALB VORTAC via ALB R-147 to PONEE INT. Thence. . .

HANCOCK TRANSITION (HNK.PONEE2): From over HNK VOR/DME via HNK R-093 to PONEE INT. Thence. . .

. . . . From over PONEE INT via BDL R-329 to BDL VORTAC; then via BDL R-140 to ORW VOR/DME, then via ORW R-204 to GON VOR/DME, then via GON R-220 to BOROS INT, then direct to CCC VOR/DME. Expect radar vectors to final approach course.

WAAS CH <b>66010</b> <b>W06A</b>	APP CRS <b>059°</b>	Rwy Idg <b>7006</b> TDZE <b>94</b> Apt Elev <b>99</b>
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## RNAV (GPS) RWY 6

ISLIP/ LONG ISLAND MAC ARTHUR (ISP)

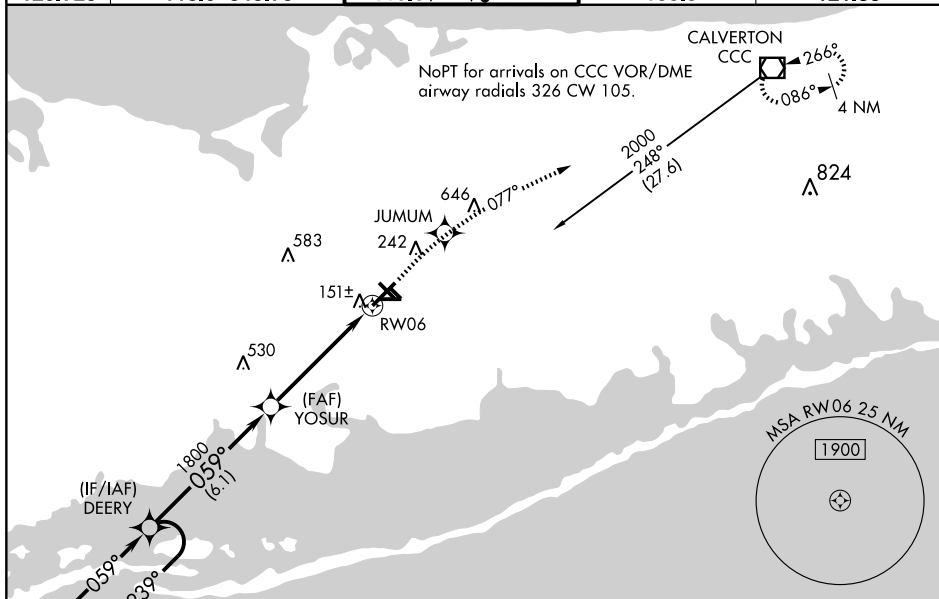
**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shirley altimeter setting and increase all DA 28 feet and all MDA 40 feet. Increase LNAV Cat C visibility to RVR 4000. For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For inoperative MALSR when using Shirley altimeter setting, increase LNAV Cat D visibility to RVR 6000. Baro-VNAV NA when using Shirley altimeter setting. VDP NA when using Shirley altimeter setting.

MALSR



**MISSED APPROACH:**  
Climb to 2000 direct  
JUMUM and via  
077° track to CCC  
VOR/DME and hold.

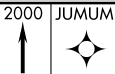
ATIS 120.725	NEW YORK APP CON 118.0 343.75	LONG ISLAND TOWER★ 119.3 (CTAF) 0 335.5	GND CON 135.3	CLNC DEL 121.85
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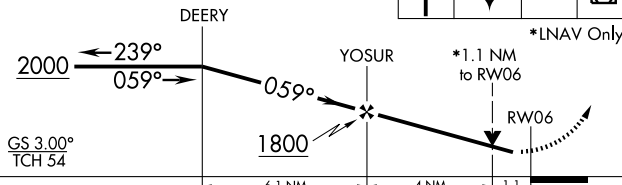
NE-2. 17 DEC 2009 to 14 JAN 2010

4 NM  
Holding Pattern

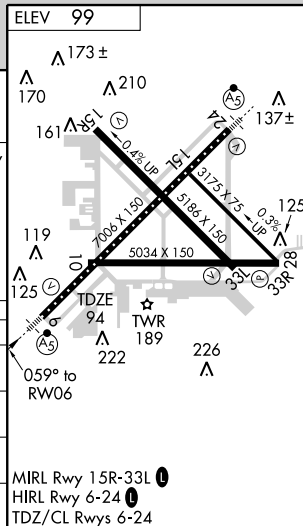
VGSI and RNAV glidepath not coincident.



\*LNAV Only



CATEGORY	A	B	C	D
LPV DA	294/24 200 (200-½)			
RNAV/ VNAV DA	451/40 357 (400-¾)			
RNAV MDA	480/24 386 (400-½)			480/50 386 (400-1)
CIRCLING	580-1 481 (500-1)	580-1½ 481 (500-1½)		660-2 561 (600-2)



WAAS CH <b>82610</b> <b>W24A</b>	APP CRS <b>239°</b>	Rwy Idg <b>7006</b> TDZE <b>99</b> Apt Elev <b>99</b>
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## RNAV (GPS) RWY 24

ISLIP/ LONG ISLAND MAC ARTHUR (ISP)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

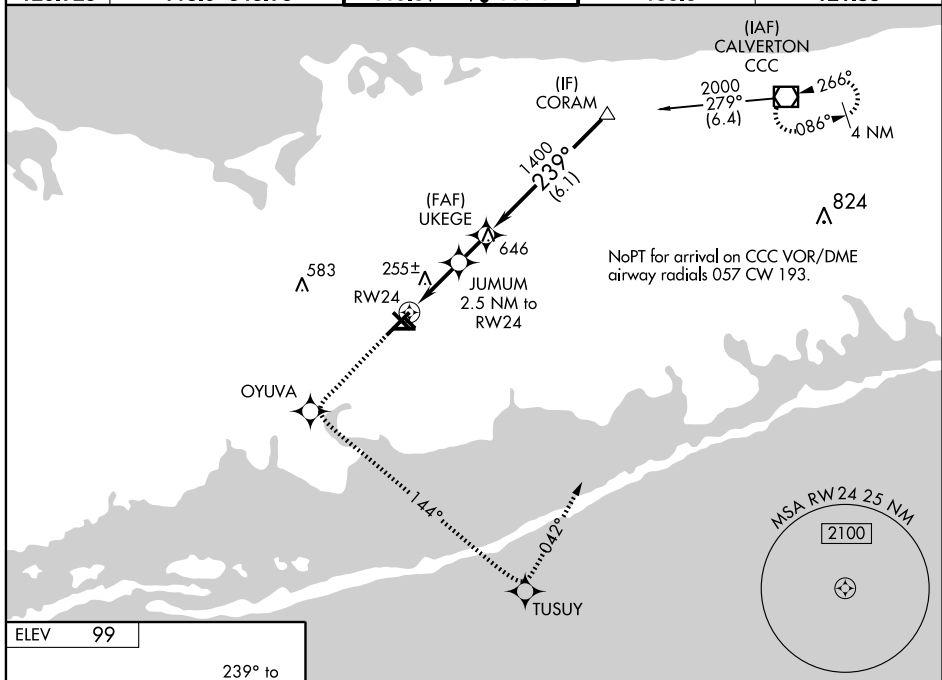
**▲** When local altimeter setting not received, use Shirley altimeter setting and increase all DA 28 feet and all MDA 40 feet. For inoperative MALSR increase LNAV Cat D visibility to RVR 6000. Baro-VNAV NA when using Shirley altimeter setting. VDP NA when using Shirley altimeter setting.

MALSR



**MISSED APPROACH:** Climb to 2000 direct OYUVA then via 144° track to TUSUY then via 042° track to CCC VOR/DME and hold.

ATIS 120.725	NEW YORK APP CON 118.0 343.75	LONG ISLAND TOWER ★ 119.3 (CTAF) 0 335.5	GND CON 135.3	CLNC DEL 121.85
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ELEV 99

239° to RWY 24

Δ 173±

Δ 170

Δ 210

Δ 137±

Δ 125

Δ 226

TDZE 99

125

28

119

161

7006 X 150

5034 X 150

151 X 0.4° UP

3175 X 75° UP

5186 X 150

3327 X 0.3° UP

TWR 189

MIRL Rwy 15R-33L

HIRL Rwy 6-24

TDZ/CL Rwy 6-24

2000 ↑	OYUVA ✧	144° track	TUSUY ✧	042° track	CCC ◻	CORAM	
* LNAV Only		JUMUM 2.5 NM to RW24		UKEGE	2000 Procedure Turn NA GS 3.00° TCH 52		
RW24		* 1.2 NM to RW24	* 940	1400	239°		
1.2 NM		1.3 NM	1.4 NM	6.1 NM			
CATEGORY	A	B	C	D			
LPV DA	299/24		200 (200-½)				
LNAV/VNAV DA	593/60		494 (500-1¼)				
LNAV MDA	520/24	421 (500-½)	520/40 421 (500-¾)	520/50 421 (500-1)			
CIRCLING	580-1	481 (500-1)	580-1½ 481 (500-1½)	660-2 561 (600-2)			

76°27'W

NE-2. 17 DEC 2009 to 14 JAN 2010

LOC I-ITH <b><u>108.7</u></b>	APP CRS <b>325°</b>	Rwy Idg <b>6601</b> TDZE <b>1099</b> Apt Elev <b>1099</b>
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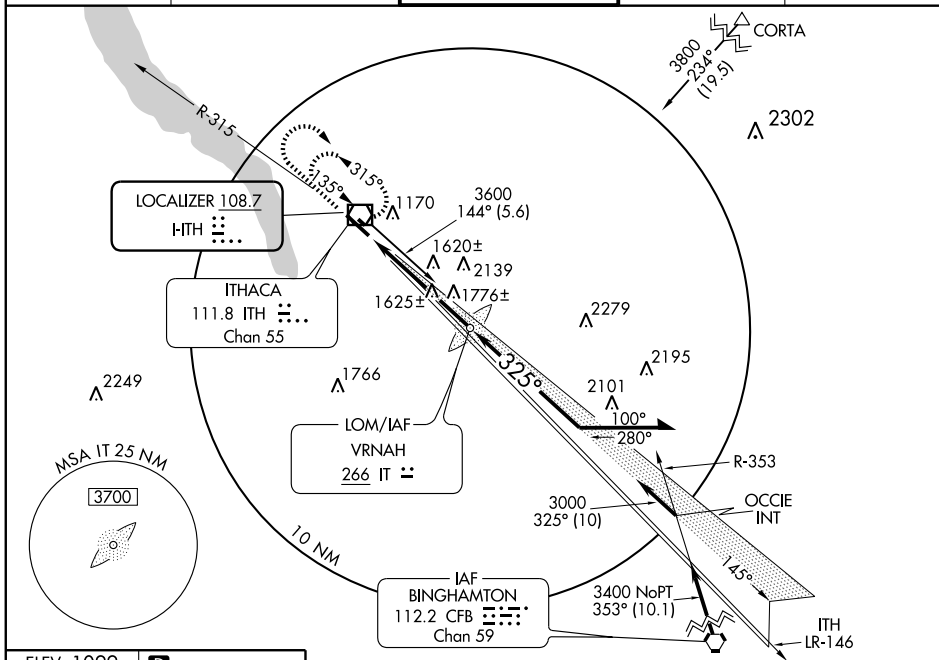
# ILS or LOC RWY 32

<b>T</b>	Inoperative table does not apply to S-ILS 32.
<b>A</b>	When local altimeter setting not received, use Elmira altimeter setting.

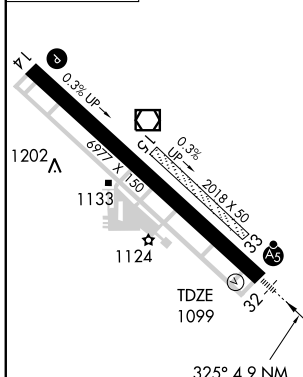



**MISSED APPROACH:** Climb to 2500 then climbing right turn to 3400 direct ITH VOR/DME and hold.

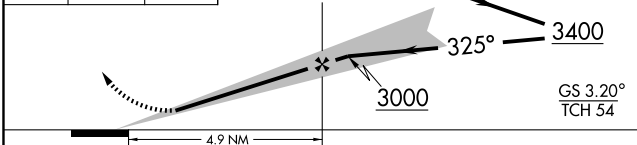
ATIS <b>125.175</b>	ELMIRA APP CON ★ <b>124.3 257.8</b>	ITHACA TOWER ★ <b>119.6 (CTAF) 0</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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ELEV 1099	<b>D</b>
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2500 ↑	3400 ↗	ITH  111.8	LOM 2837 ↘ 145°	Remain within 10 NM
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CATEGORY	A	B	C	D
S-ILS 32	1349/40 250 (300-¾)			
S-LOC 32	2040/40 941 (1000-¾)	2040-2¼ 941 (1000-2¼)	2040-2½ 941 (1000-2½)	
CIRCLING	2040-1¼ 941 (1000-1¼)	2040-2¾ 941 (1000-2¾)	2040-3 941 (1000-3)	
ELMIRA ALTIMETER SETTING MINIMUMS				
S-ILS 32	1433/40 334 (400-¾)			
S-LOC 32	2120/40 1021 (1100-¾)	2120/50 1021 (1100-1)	2120-2½ 1021 (1100-2½)	
CIRCLING	2120-1¼ 1021 (1100-1¼)	2120-1½ 1021 (1100-1½)	2120-3 1021 (1100-3)	

# VOR or GPS RWY 14

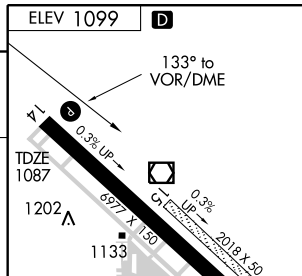
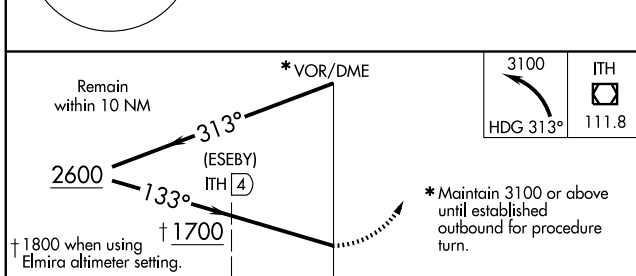
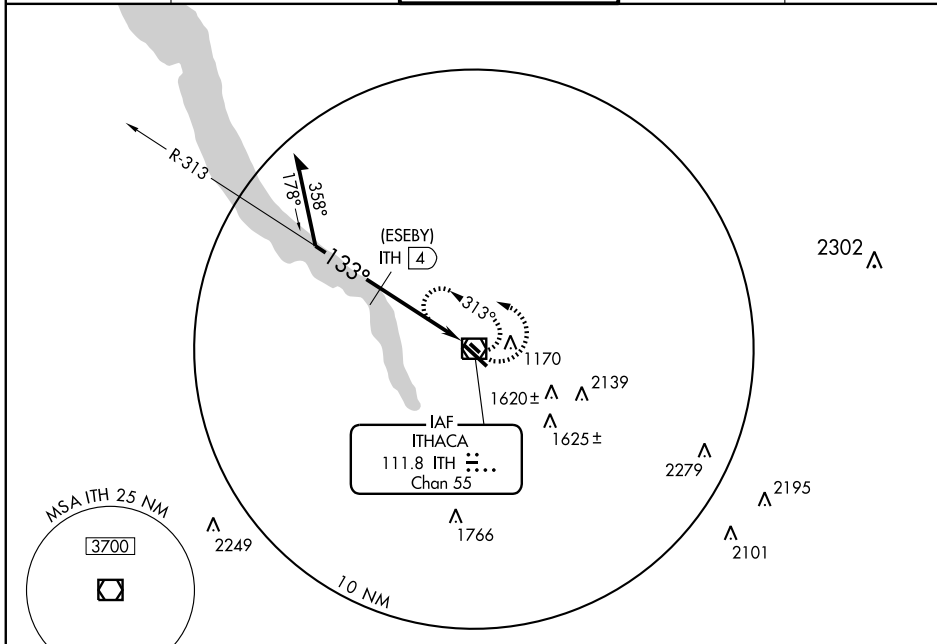
ITHACA TOMPKINS RGNL (ITH)

VOR/DME ITH <b>111.8</b> Chan <b>55</b>	APP CRS <b>133°</b>	Rwy Idg TDZE Apt Elev	<b>6601</b> <b>1087</b> <b>1099</b>
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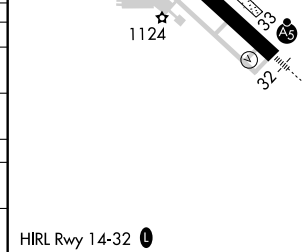
**▼** When control tower closed, except for operators with approved weather reporting service, use Elmira altimeter setting and increase all MDAs 100 feet and visibility Cat C and D ¼ mile.

**MISSED APPROACH:** Climbing left turn to 3100 via heading 313° then direct ITH VOR/DME and hold.

ATIS <b>125.175</b>	ELMIRA APP CON ★ <b>124.3 257.8</b>	ITHACA TOWER ★ <b>119.6 (CTAF) 0</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-14	1700-1	613 (700-1)	1700-1¼ 613 (700-1¼)	1700-2 613 (700-2)
CIRCLING	1700-1	601 (700-1)	1700-1¼ 601 (700-1¼)	1820-2¼ 721 (800-2¼)
DME MINIMUMS				
S-14	1460-1	373 (400-1)		1460-1¼ 373 (400-1¼)
CIRCLING	1520-1 421 (500-1)	1560-1 461 (500-1)	1600-1½ 501 (600-1½)	1820-2¼ 721 (800-2¼)



▼

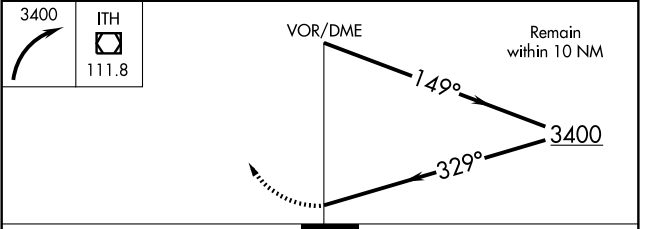
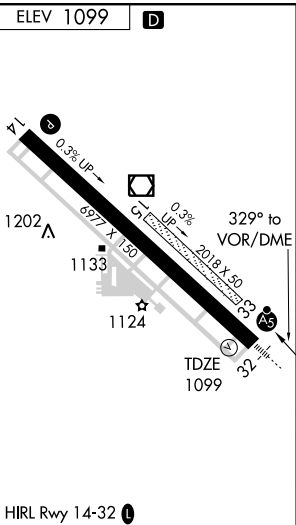
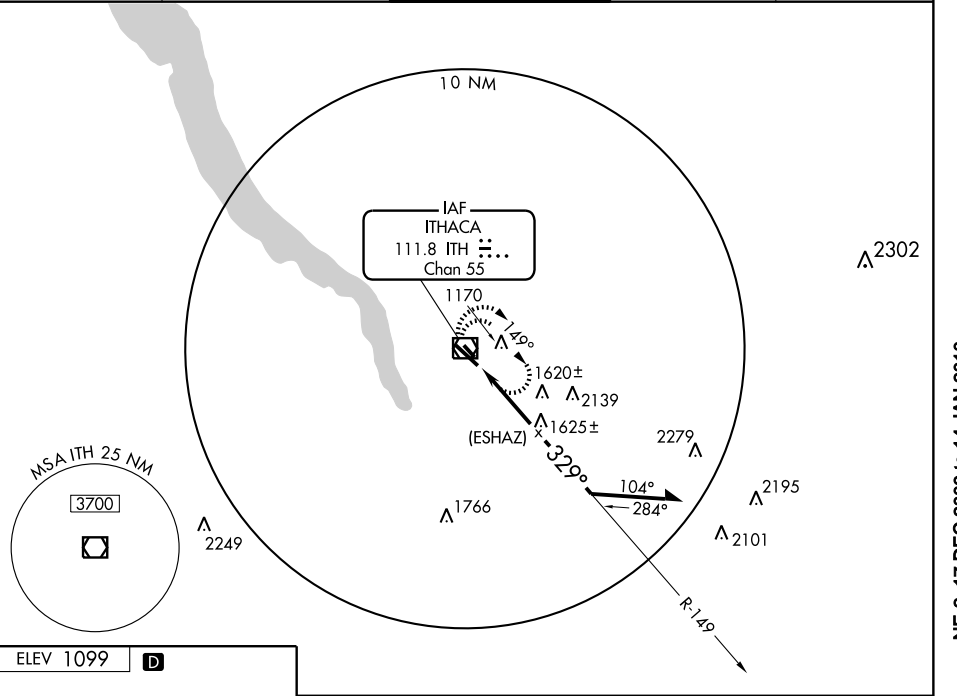
▲

When control tower closed, except for operators with weather reporting service, use Elmira altimeter setting. Inoperative table does not apply to Cats A and B.

MALSR

MISSED APPROACH: Climbing right turn to 3400 in ITH VOR/DME holding pattern.

ATIS 125.175	ELMIRA APP CON ★ 124.3 257.8	ITHACA TOWER ★ 119.6 (CTAF) 0	GND CON 121.8	UNICOM 122.95
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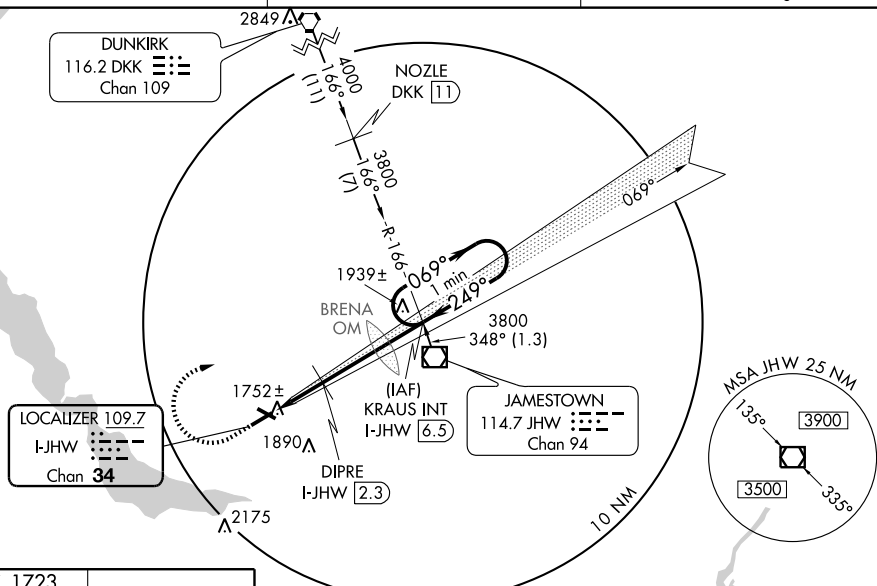
CATEGORY	A	B	C	D
S-32	2500/60 1401 (1500-1¼)	2500-1½ 1401 (1500-1½)	2500-2½	1401 (1500-2½)
CIRCLING	2500-1¼ 1401 (1500-1¼)	2500-1½ 1401 (1500-1½)	2500-3	1401 (1500-3)
ELMIRA ALTIMETER SETTING MINIMUMS				
S-32	2580/60 1481 (1500-1¼)	2580-1½ 1481 (1500-1½)	2580-2½	1481 (1500-2½)
CIRCLING	2580-1¼ 1481 (1500-1¼)	2580-1½ 1481 (1500-1½)	2580-3	1481 (1500-3)

NE-2, 17 DEC 2009 to 14 JAN 2010



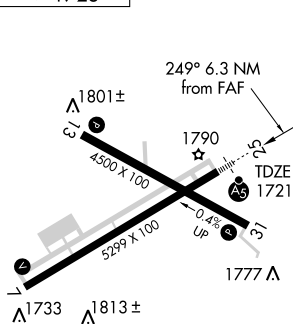
ILS or LOC RWY 25  
JAMESTOWN/CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

**MISSED APPROACH:** Climb to 2320 then climbing right turn to 3800 via heading 125° and I-JHW NE course to KRAUS INT/I-JHW 6.5 DME and hold.

UNICOM  
122.7 (CTAF) **L**

NE-2, 17 DEC 2009 to 14 JAN 2010

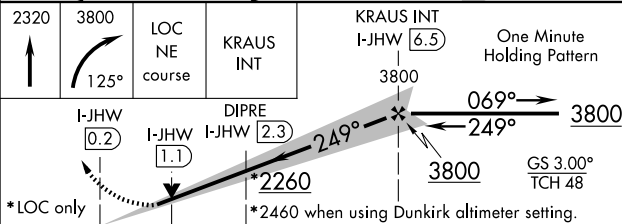
ELEV 1723



REIL Rwy 31  
MIRL Rwy 13-31 **L**  
HIRL Rwy 7-25 **L**

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06



CATEGORY	A	B	C	D
S-ILS 25	1921-1/2		200 (200-1/2)	
S-LOC 25	2260-1/2	539 (600-1/2)	2260-1 539 (600-1)	2260-1 1/4 539 (600-1 1/4)
CIRCLING	2260-1	537 (600-1)	2260-1 1/2 537 (600-1 1/2)	2280-2 557 (600-2)
DIPRE FIX MINIMUMS				
S-LOC 25	2080-1/2 359 (400-1/2)			2080-3/4 359 (400-3/4)
CIRCLING	2180-1	457 (500-1)	2240-1 1/2 517 (600-1 1/2)	2280-2 557 (600-2)

APP CRS	Rwy Idg	5299
069°	TDZE	1722
	Apt Elev	1723

RNAV (GPS) RWY 7

JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

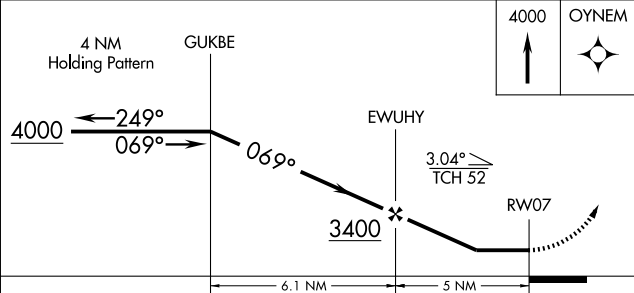
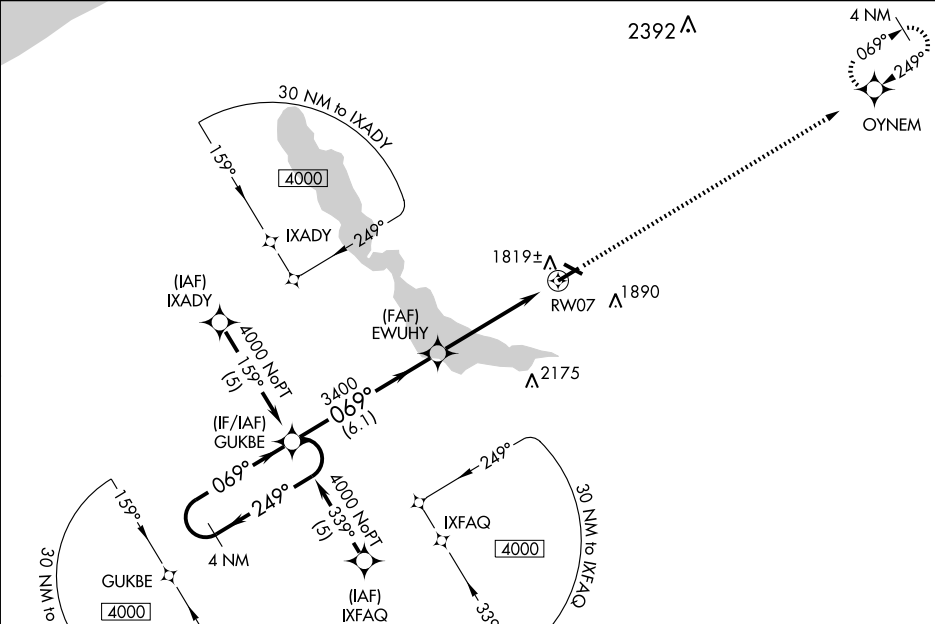
**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**⚠** When local altimeter setting not received, use Dunkirk altimeter setting and increase all MDA 200 feet; increase LNAV Cats C and D and Circling Cats C and D visibility ½ mile.

MISSED APPROACH: Climb to 4000 direct OYNEM and hold.

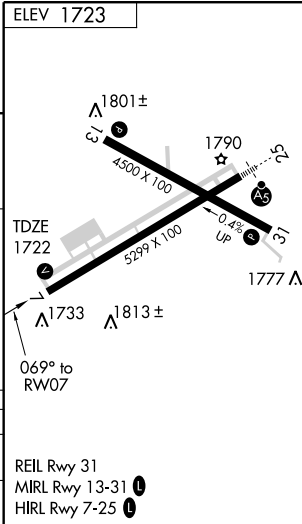
AWOS-3  
118.425

ERIE APP CON★  
126.05

UNICOM  
122.7 (CTAF) **0**



CATEGORY	A	B	C	D
LNAV MDA	2120-1	398 (400-1)	2120-1¼	398 (400-1¼)
CIRCLING	2180-1	457 (500-1)	2240-1½	557 (600-2)



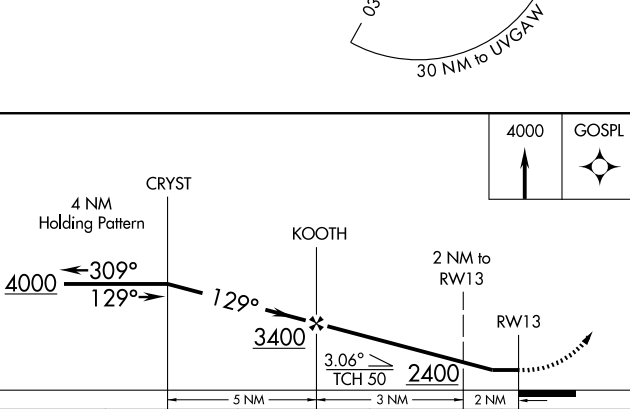
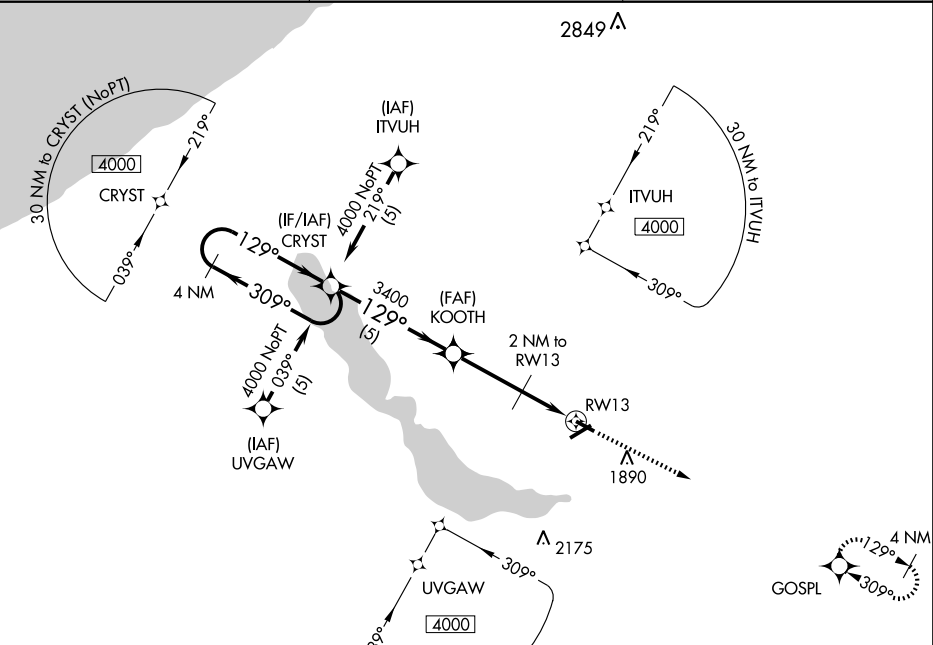
APP CRS	Rwy Idg	4500
129°	TDZE	1723
	Apt Elev	1723

RNAV (GPS) RWY 13

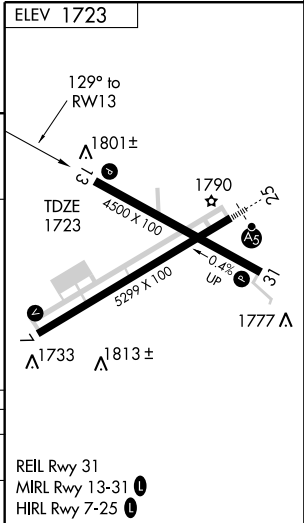
JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 4000 direct GOSPL WP and hold.
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AWOS-3 118.425	ERIE APP CON ★ 126.05	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	2140-1	417 (500-1)	2140-1¼	417 (500-1¼)
CIRCLING	2180-1	457 (500-1)	2240-1½	2280-2
			517 (600-1½)	557 (600-2)

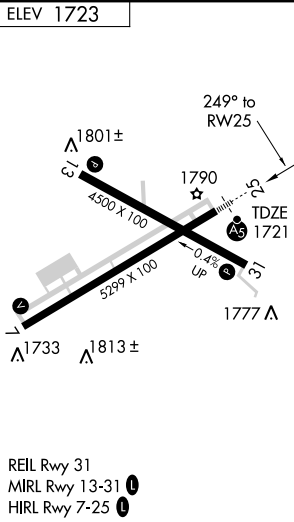
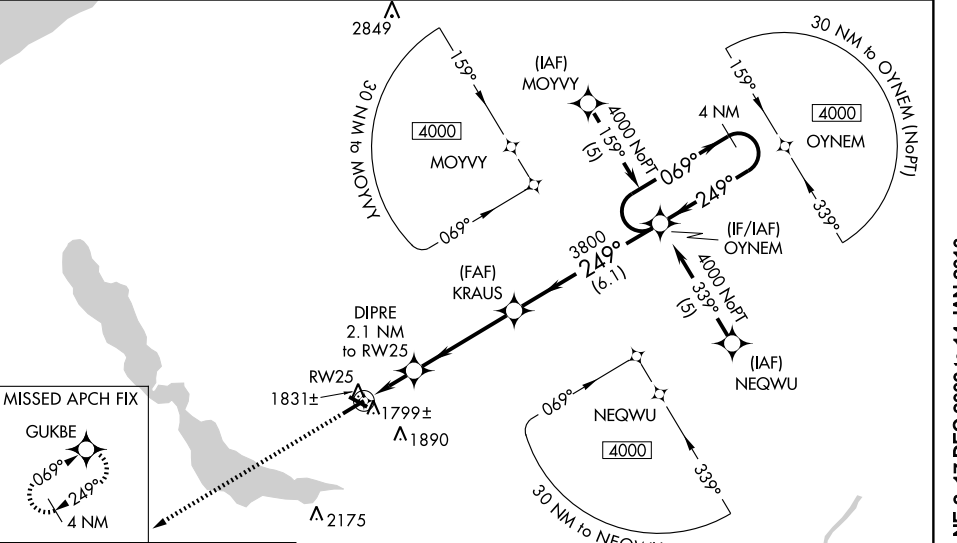


**▽** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dunkirk altimeter setting and increase LPV DA to 2113, LNAV/VNAV DA to 2246, and all MDA 200 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C, and Circling Cats C and D visibility ½ mile; increase LNAV Cat D visibility ¼ mile. For inoperative MALSR, increase LNAV Cat D visibility to 1 ¼ mile. For inoperative MALSR when using Dunkirk altimeter setting, increase LPV all Cats visibility to 1 ½ mile. Baro-VNAV and VDP NA when using Dunkirk altimeter setting.

MALSR

MISSED APPROACH:  
Climb to 4000 direct GUKBE and hold.

AWOS-3 <b>118.425</b>	ERIE APP CON★ <b>126.05</b>	UNICOM <b>122.7 (CTAF)</b>
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	4000	GUKBE	DIPRE 2.1 NM to RW25	KRAUS 3800	OYNEM 4 NM Holding Pattern
			*1.1 NM to RW25	*2440	4000
				3800	GS 3.00° TCH 48
CATEGORY	A	B	C	D	
LPV DA	1921-1/2	200 (200-1/2)			
LNAV/VNAV DA	2054-3/4	333 (400-3/4)			
LNAV MDA	2100-1/2	379 (400-1/2)			2100-1 379 (400-1)
CIRCLING	2180-1	457 (500-1)		2240-1 1/2 517 (600-1 1/2)	2280-2 557 (600-2)

REIL Rwy 31  
MIRL Rwy 13-31   
HIRL Rwy 7-25

NE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	<b>4500</b>
<b>309°</b>	TDZE	<b>1715</b>
	Apt Elev	<b>1723</b>

## RNAV (GPS) RWY 31

JAMESTOWN/ CHAUTAUQUA COUNTY/ JAMESTOWN (JHW)



GPS or RNP-0.3 required.

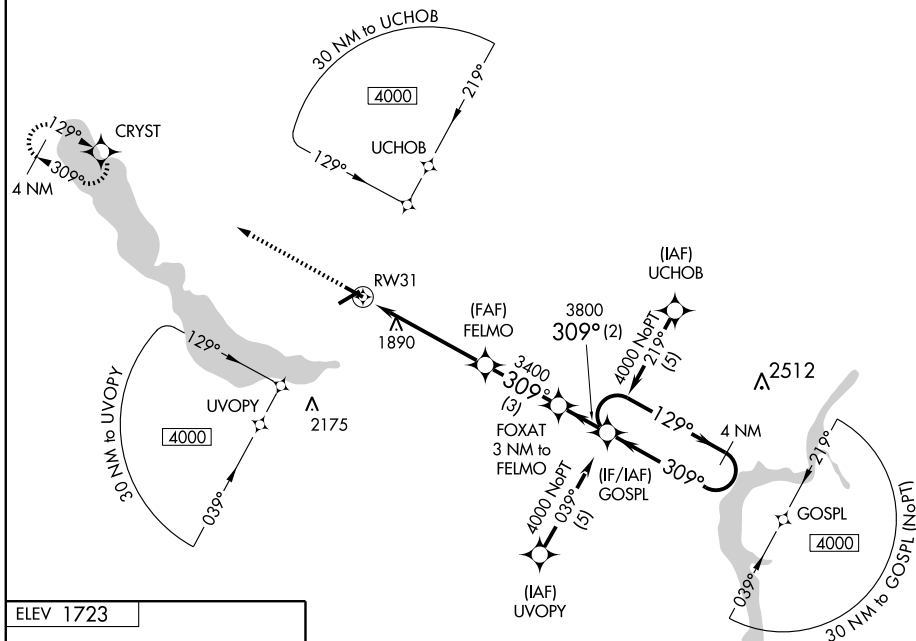


DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000  
direct CRYST WP and hold.

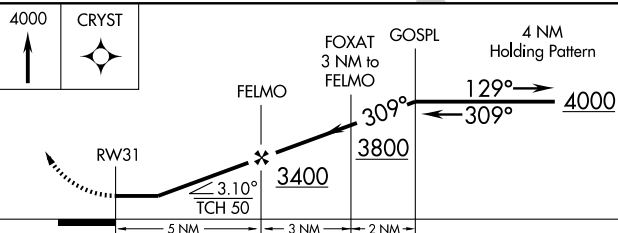
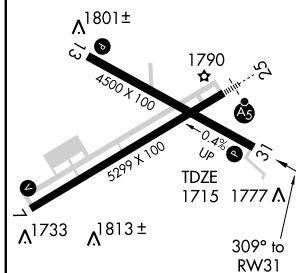
AWOS-3  
118.425

ERIE APP CON ★  
126.05

UNICOM  
122.7 (CTAF) **L**

NE-2, 17 DEC 2009 to 14 JAN 2010

ELEV 1723



CATEGORY	A	B	C	D
LNAV MDA	2200-1	485 (500-1)	2200-1¼ 485 (500-1¼)	2200-1½ 485 (500-1½)
CIRCLING	2200-1	477 (500-1)	2240-1½ 517 (600-1½)	2280-2 557 (600-2)

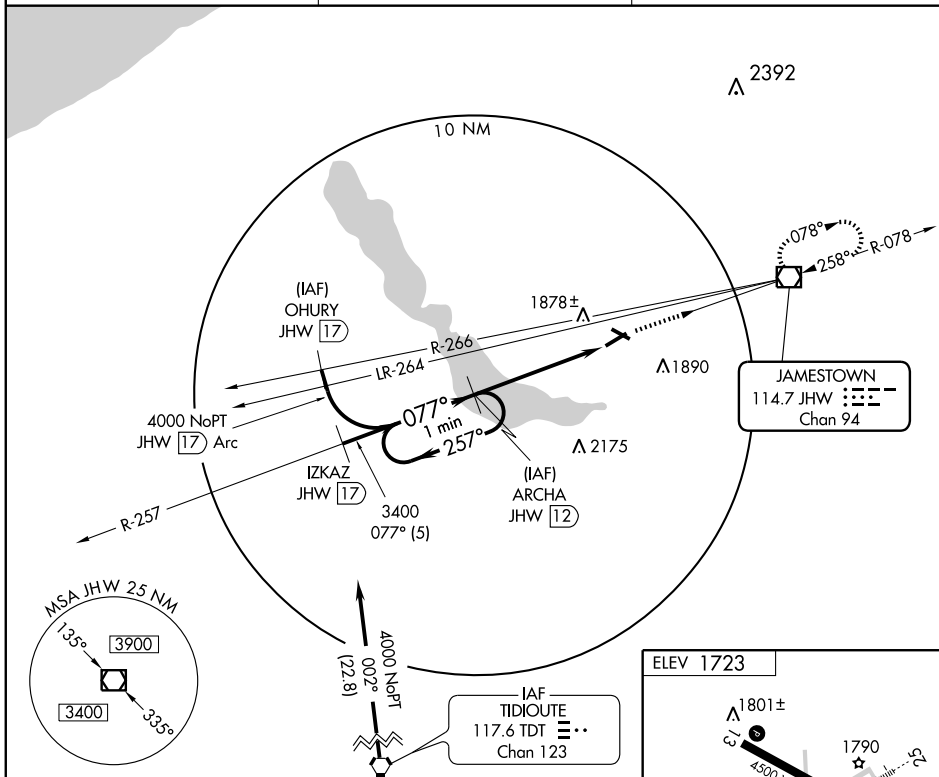
REIL Rwy 31  
MIRL Rwy 13-31 **L**  
HIRL Rwy 7-25 **L**

VOR/DME JHW	APP CRS	Rwy Idg	5299
114.7	077°	TDZE	1722
Chan 94		Apt Elev	1723

JAMESTOWN / CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

VOR/DME RWY 7

		MISSED APPROACH: Climb to 3700 direct JHW VOR/DME and hold.
AWOS-3 118.425	ERIE APP CON ★ 126.05	UNICOM 122.7 (CTAF)



<p>One Minute Holding Pattern</p> <p>3400 ← 257° / 077° →</p> <p>ARCHA JHW 12</p> <p>3.06 min TCH 52</p> <p>3.9 NM 1.2 NM</p>				<p>3700</p> <p>JHW</p> <p>114.7</p>
CATEGORY	A	B	C	D
S-7	2140-1	418 (500-1)	2140-1½	418 (500-1½)
CIRCLING	2180-1	457 (500-1)	2240-1½ 517 (600-1½)	2280-2 557 (600-2)

ELEV 1723					
<p>TDZE 1722</p> <p>077° 5 NM from FAF</p> <p>REIL Rwy 31</p> <p>MRL Rwy 13-31</p> <p>HIRL Rwy 7-25</p>					
Knots	60	90	120	150	180
Min:Sec					

VOR/DME JHW <b>114.7</b> Chan <b>94</b>	APP CRS <b>258°</b>	Rwy Idg <b>5299</b> TDZE <b>1721</b> Apt Elev <b>1723</b>
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VOR RWY 25  
JAMESTOWN/CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

**T** Inoperative table does not apply.

MALSR

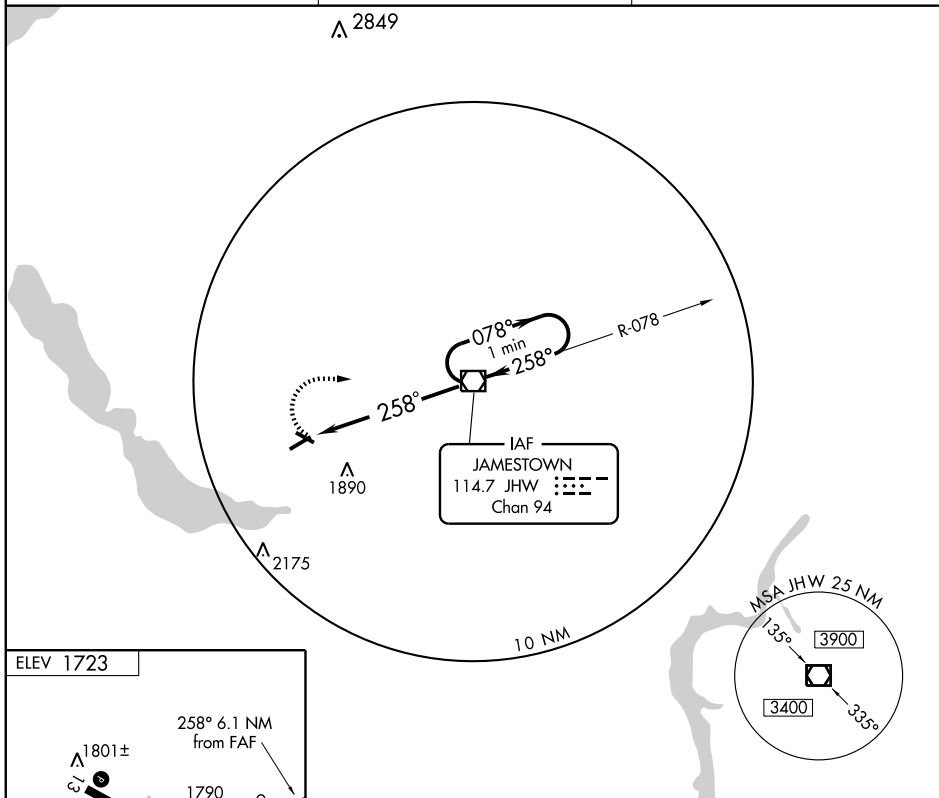


**MISSED APPROACH:** Climbing right turn to 3700 direct JHW VOR/DME and hold.

AWOS-3  
**118.425**

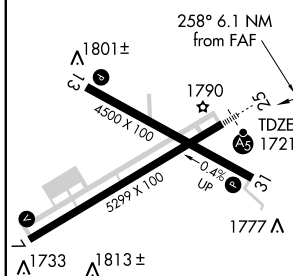
ERIE APP CON ★  
126.05

UNICOM  
**122.7** (CTAF) **L**



NE-2, 17 DEC 2009 to 14 JAN 2010

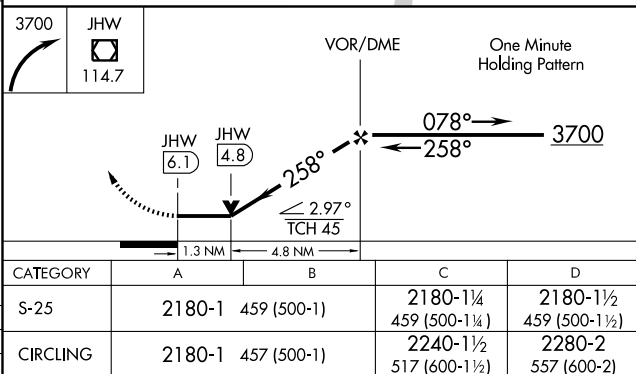
ELEV 1723



REIL Rwy 31  
MIRL Rwy 13-31 **L**

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02



APP CRS	Rwy Idg	4000
103°	TDZE	881
	Apt Elev	881

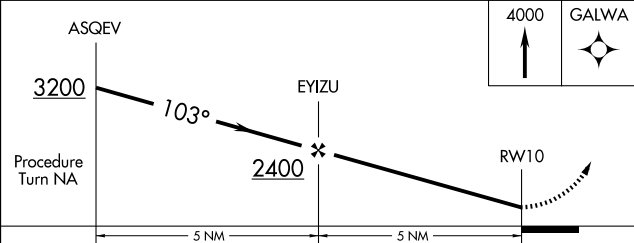
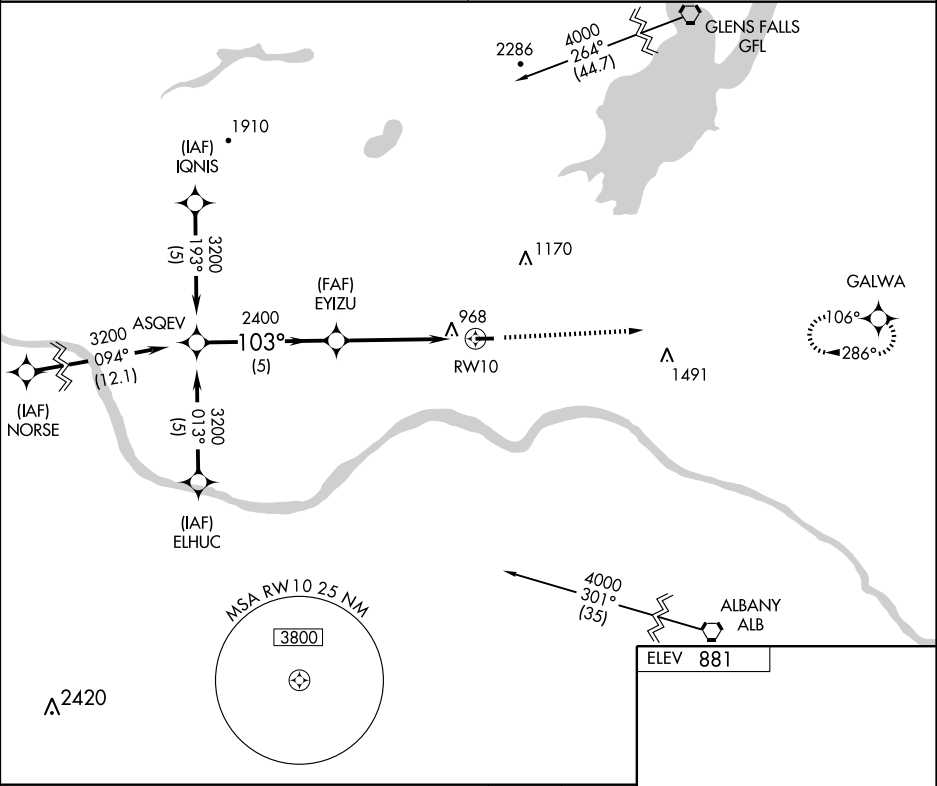
▼

▲ NA

Use Schenectady County altimeter setting;  
when not received, use Albany Intl altimeter setting.

MISSED APPROACH: Climb to 4000 direct GALWA WP and hold.

ALBANY APP CON 118.05	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
S-10	1440-1	559 (600-1)		NA
CIRCLING	1440-1	559 (600-1)		NA
ALBANY INTL ALTIMETER SETTING MINIMUMS				
S-10	1480-1	599 (600-1)		NA
CIRCLING	1480-1	599 (600-1)		NA

ELEV 881

103° to RW10

4000 X 75

0.4% UP

TDZE 881

☆

MIRL Rwy 10-28  
REIL Rwy 10 and 28



APP CRS	Rwy Idg	<b>4000</b>
<b>283°</b>	TDZE	<b>881</b>
	Apt Elev	<b>881</b>

## GPS RWY 28

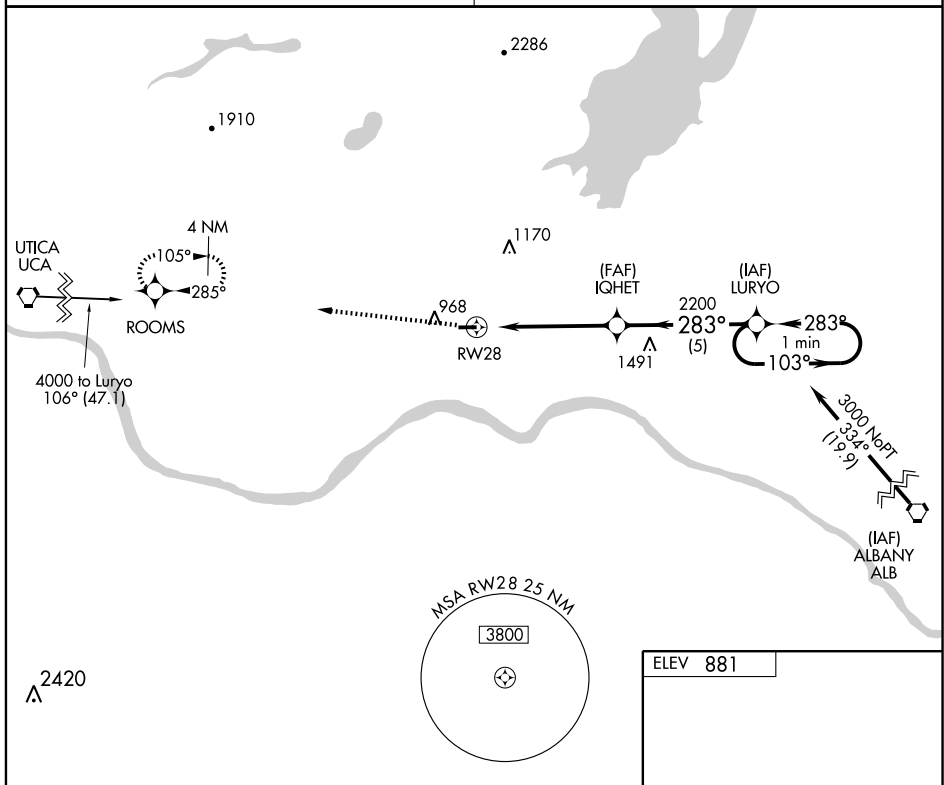
JOHNSTOWN/ FULTON COUNTY (NY0)

**T** Use Schenectady County altimeter setting;  
**A NA** when not received, use Albany Intl altimeter setting.

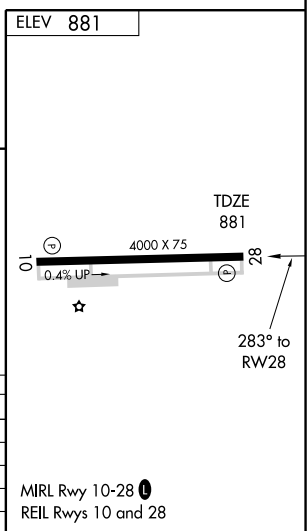
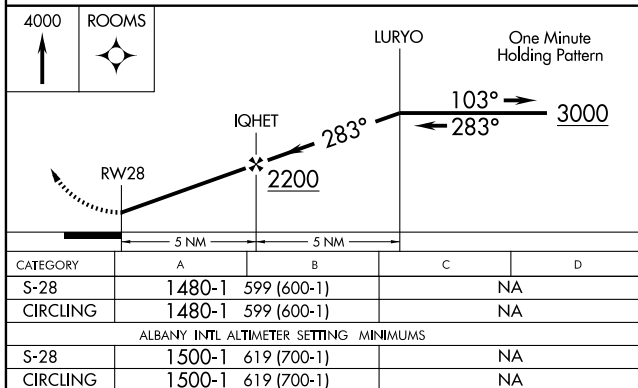
MISSED APPROACH: Climb to 4000 direct ROOMS WP and hold.

ALBANY APP CON  
118.05

UNICOM  
122.7 (CTAF) **L**



NE-2: 17 DEC 2009 to 14 JAN 2010



▼

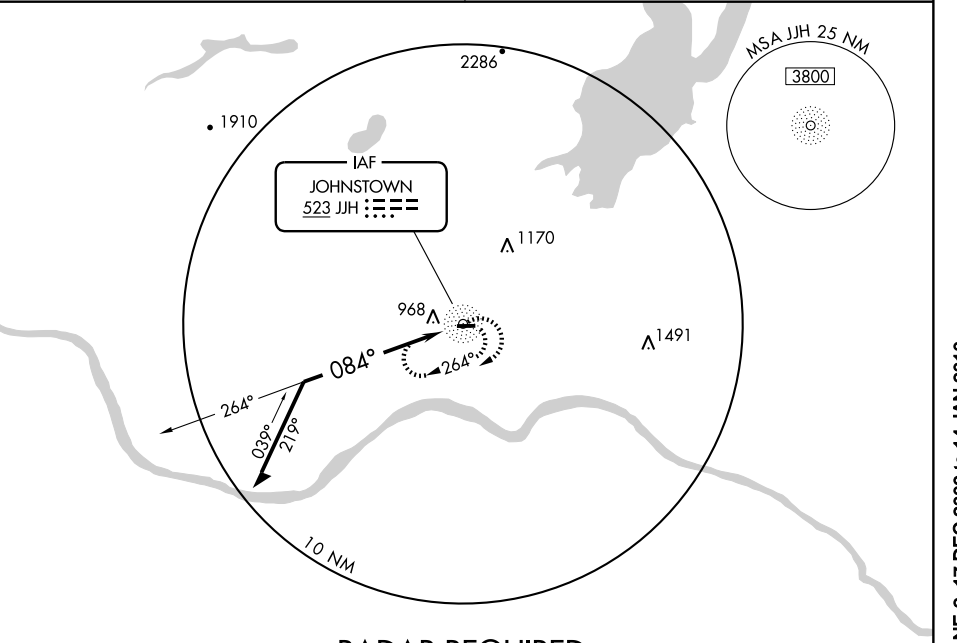
▲ NA

Use Schenectady County altimeter setting;  
when not received, use Albany Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 in JJH NDB holding pattern.

ALBANY APP CON  
118.05

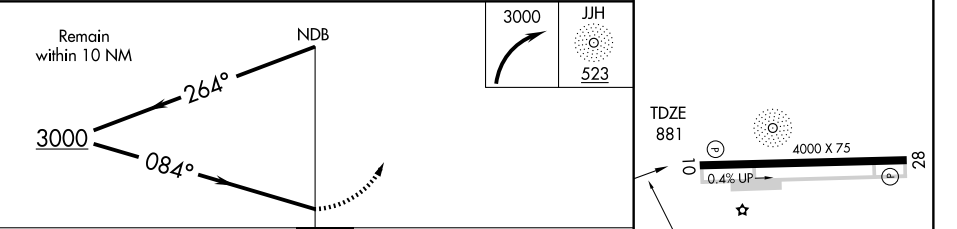
UNICOM  
122.7 (CTAF)



▲ 2420

RADAR REQUIRED

ELEV 881

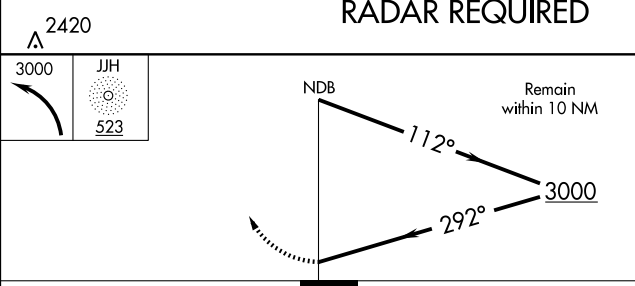
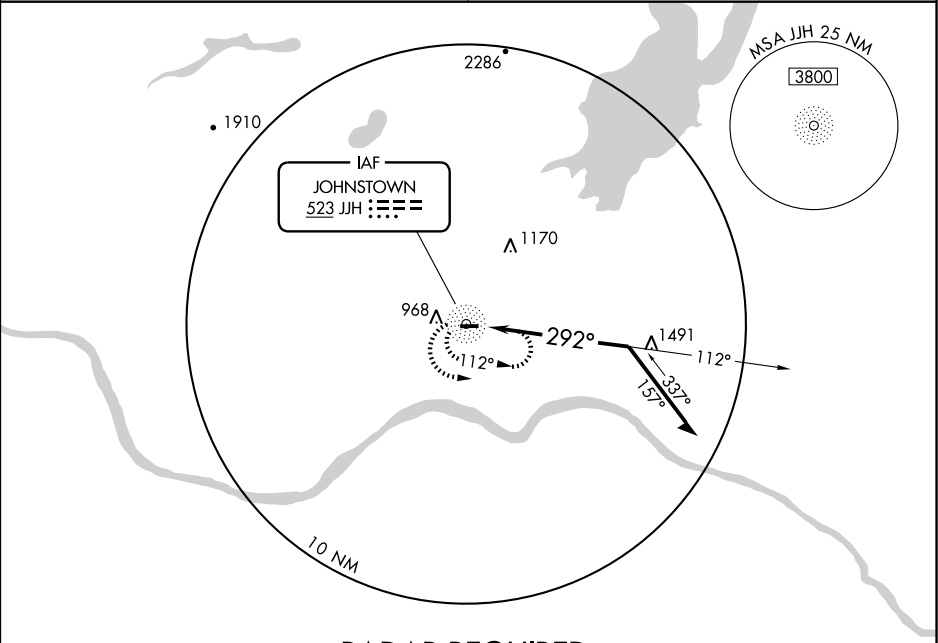


					084° to NDB
CATEGORY	A	B	C	D	
S-10	1900-1¼ 1019 (1100-1¼)	1900-1½ 1019 (1100-1½)	NA		
CIRCLING	1900-1¼ 1019 (1100-1¼)	1900-1½ 1019 (1100-1½)	NA		
ALBANY INTL ALTIMETER SETTING MINIMUMS					
S-10	1940-1¼ 1059 (1100-1¼)	1940-1½ 1059 (1100-1½)	NA		
CIRCLING	1940-1¼ 1059 (1100-1¼)	1940-1½ 1059 (1100-1½)	NA		
					MIRL Rwy 10-28 ① REIL Rwy 10 and 28

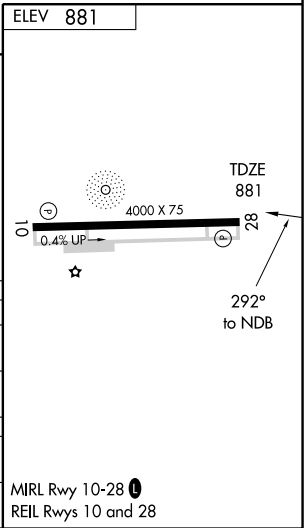
NDB JJH <b>523</b>	APP CRS <b>292°</b>	Rwy Idg TDZE Apt Elev	<b>4000</b> <b>881</b> <b>881</b>
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NDB RWY 28  
JOHNSTOWN/ FULTON COUNTY (NY)

<div>▼</div> <div>▲ NA</div> <div>Use Schenectady County altimeter setting; when not received, use Albany Intl altimeter setting.</div>	MISSED APPROACH: Climbing left turn to 3000 in JJH NDB holding pattern.
ALBANY APP CON <b>118.05</b>	UNICOM <b>122.7 (CTAF)</b>



CATEGORY	A	B	C	D
S-28	2000-1¼ 1119 (1200-1¼)	2000-1½ 1119 (1200-1½)		NA
CIRCLING	2000-1¼ 1119 (1200-1¼)	2000-1½ 1119 (1200-1½)		NA
ALBANY INTL ALTIMETER SETTING MINIMUMS				
S-28	2020-1¼ 1139 (1200-1¼)	2020-1½ 1139 (1200-1½)		NA
CIRCLING	2020-1¼ 1139 (1200-1¼)	2020-1½ 1139 (1200-1½)		NA



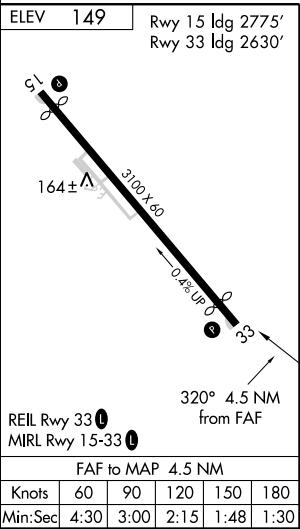
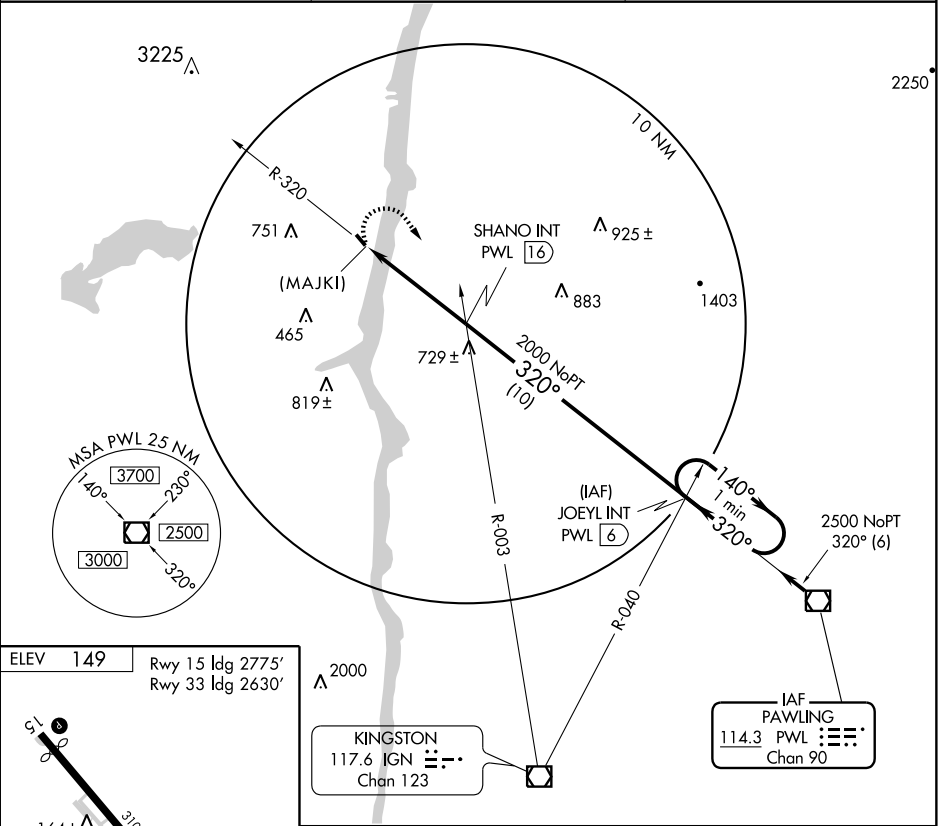
VOR/DME PWL	APP CRS	Rwy Idg TDZE	N/A
114.3	320°	Apt Elev	N/A
Chan 90			149

VOR or GPS-A  
KINGSTON-ULSTER (20N)

Use Columbia County altimeter setting; if not received, use Newburgh/Stewart Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 via PWL R-320 to JOEYL Int/PWL 6 DME and hold.

NEW YORK APP CON	UNICOM	123.3
132.75 363.1	122.8 (CTAF)	



2500	JOEYL INT	JOEYL INT	One Minute Holding Pattern
PWL R-320 114.3		PWL 6	
(MAJKI) PWL 20.5	SHANO INT PWL 16	140° → 2500	
	320°	← 320°	
	2000		
	4.5 NM	10 NM	
CATEGORY	A	B	C D
CIRCLING	1500-1¼ 1351 (1400-1¼)		NA

APP CRS	Rwy Idg	N/A
306°	TDZE	N/A
	Apt Elev	1747

## RNAV (GPS) -A

LAKE PLACID (LKP)

<b>T</b>	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
<b>A</b> NA	Use Saranac Lake altimeter setting. Procedure NA at night.

**MISSED APPROACH:** Climb to 5000  
direct PUGRE WP and hold.

SARANAC LAKE  
ASOS  
**124.175**

BOSTON CENTER  
120.35 342.25

UNICOM  
122.8 (CTAF) **L**

Procedure NA for arrival at SLK VOR/DME  
on V196 westbound, V203 northbound.

SARANAC LAKE  
SLK

6900 to HEDUX  
132°  
(27)

Procedure NA for arrival at  
LEAFY on V489 northbound.

MISSED APCH FIX



PUGRE

4 NM / 303  
ELEV 1747

ELEV 1747

Diagram showing a beam labeled 4200 X 60. An angle of 306° to RW32 is indicated.

REIL Rwy 14 and 32  
MIRL Rwy 14-32 **L**

5000	PUGRE
	

	RW32
--	------

CATEGORY	
CIRCLING	1

FAPIM  
3.1 NM to  
RW32

4540

	4 NM
0-1 1/4	3300
(600-1 1/4)	1553 (1

HEDUX Holding Pattern

126° → 6900

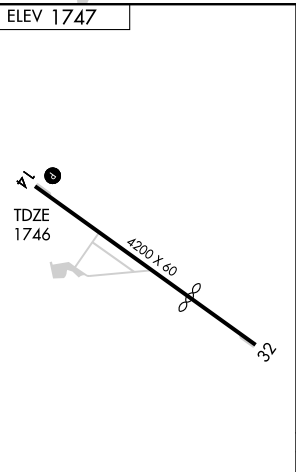
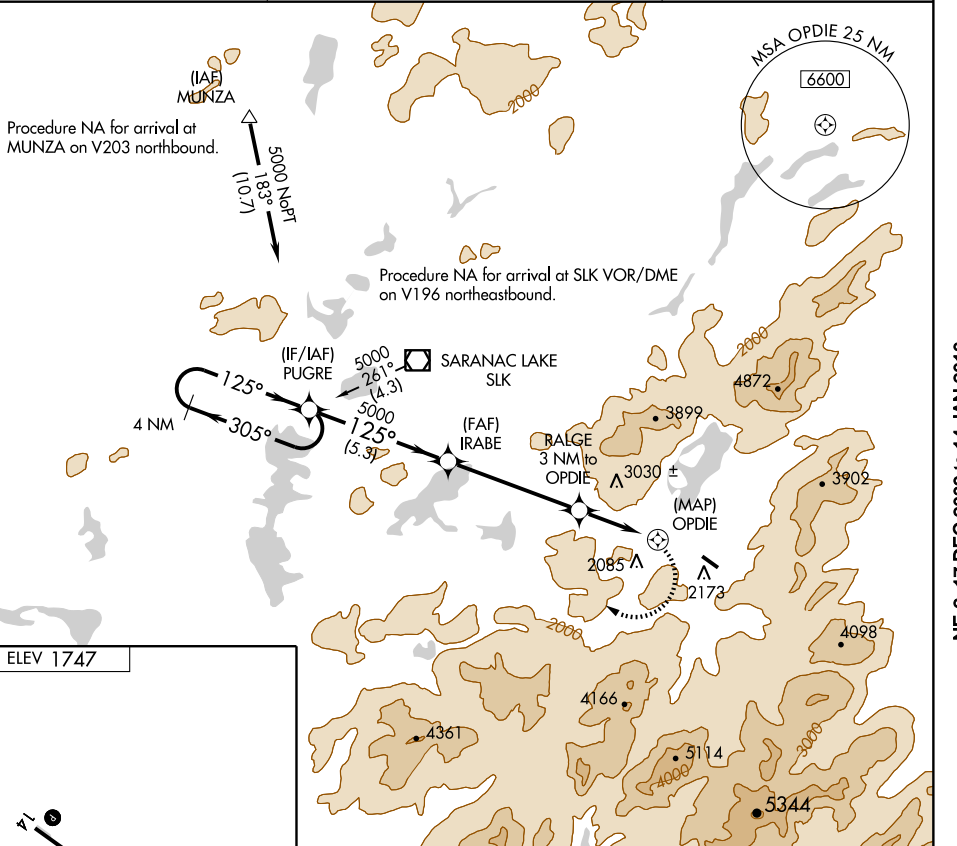
$$\frac{31^\circ}{45}$$

Diagram illustrating a chromosome structure with a centromere. The chromosome is divided into two arms, labeled C (left) and D (right). A vertical line represents the centromere. Above the left arm, the text "NM" is followed by an arrow pointing to the left arm. Below the centromere, the text "NA" is centered.

APP CRS	Rwy Idg	4200
125°	TDZE	1746
	Apt Elev	1747

<div><div>▼</div><div>▲ NA</div></div> <div>GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Saranac Lake altimeter setting. Procedure NA at night.</div>	MISSED APPROACH: Climbing right turn to 5000 direct PUGRE WP and hold.
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SARANAC LAKE ASOS 124.175	BOSTON CENTER 120.35 342.25	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern	PUGRE	IRABE	5000	PUGRE
5000	305°	125°	5000	125°
VGSI and descent angles not coincident.				
3.12° TCH 45				
3320				
5.3 NM				
5 NM				
3 NM				
1.7				
CATEGORY	A	B	C	D
LNAV MDA	3140-2	1394 (1400-2)	NA	
CIRCLING	3140-2	1393 (1400-2)	NA	

REIL Rwy 14 and 32  
MIRL Rwy 14-32 0

VOR/DME GEE <b>108.2</b> Chan <b>19</b>	APP CRS <b>323°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>785</b>
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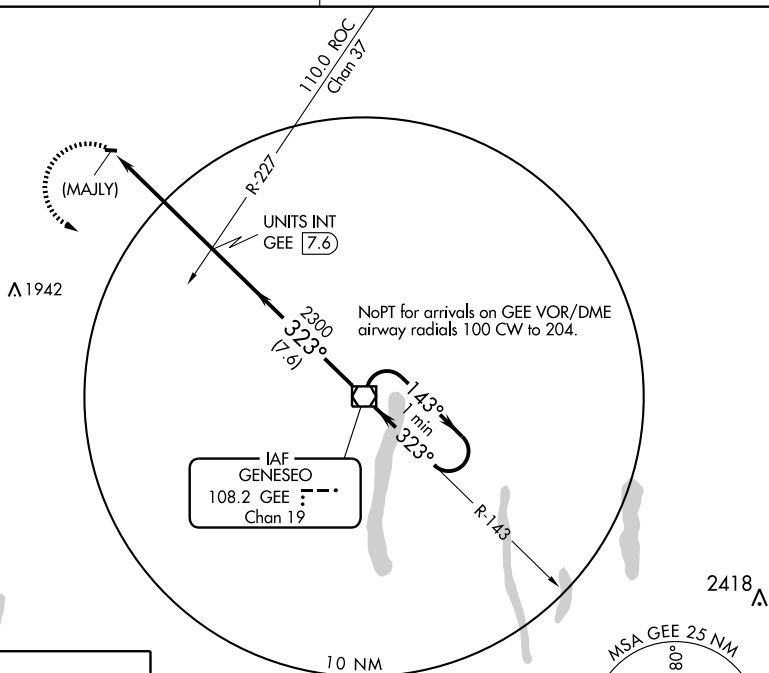
**T  
A**

A NA

Use Rochester altimeter setting; when not available, procedure not authorized.

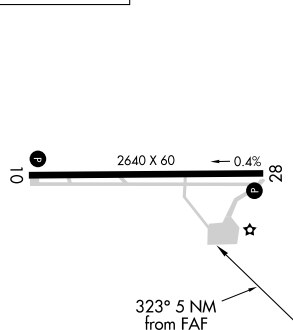
**MISSED APPROACH:** Climbing left turn to 4000 direct GEE VOR/DME and hold.

ROCHESTER APP CON  
123.7 323.3

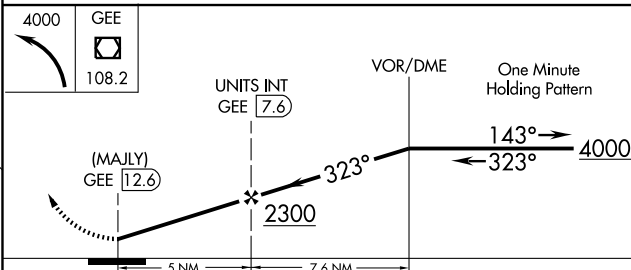
UNICOM  
122.8 (CTAF) **L**

NE-2: 17 DEC 2009 to 14 JAN 2010

ELEV 785



MIRL Rwy 10-28 **L**  
REIL Rwys 10 and 28 **L**





FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	1400-1 615 (700-1)	NA		

APP CRS <b>282°</b>	Rwy Idg TDZE Apt Elev	<b>2475</b> <b>588</b> <b>588</b>
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## RNAV (GPS) RWY 28

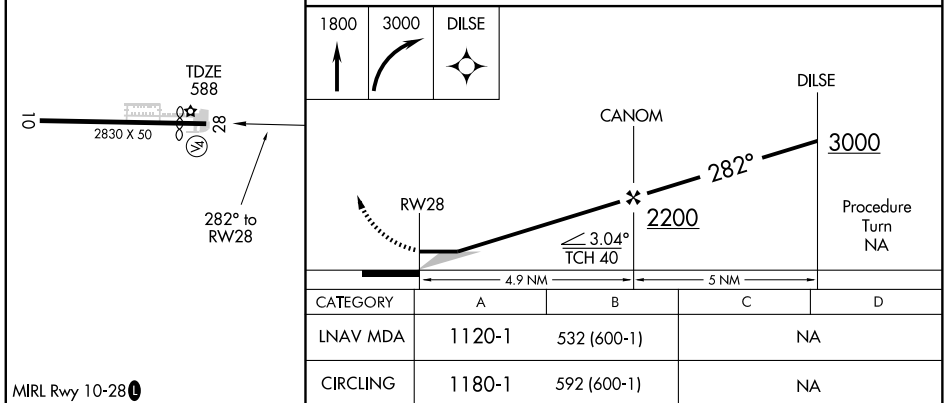
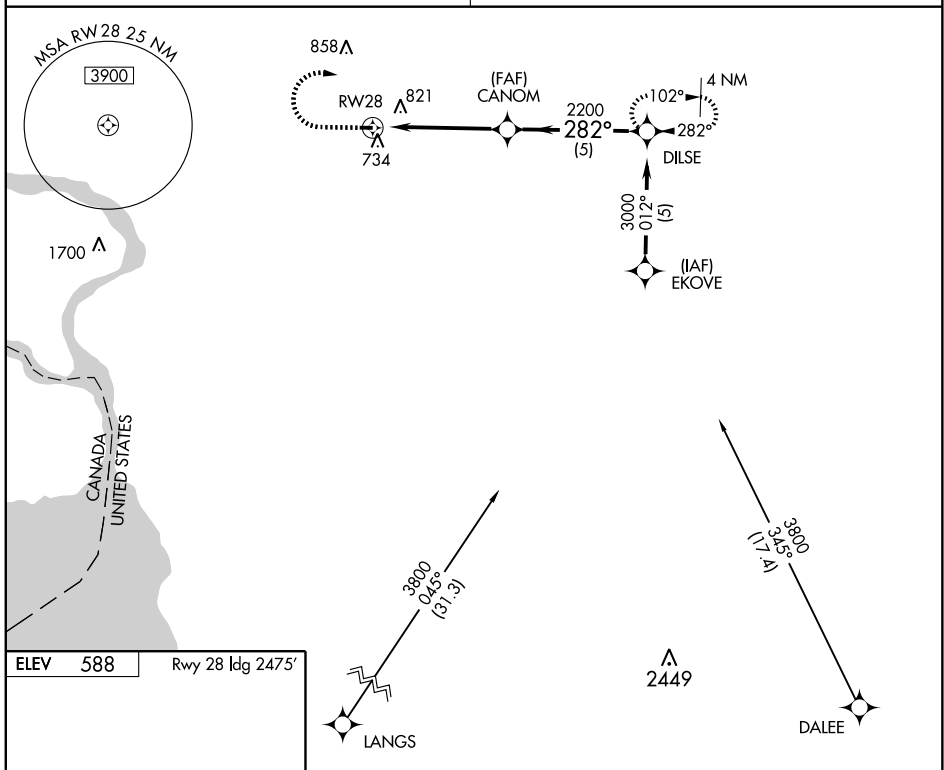
LOCKPORT / NORTH BUFFALO SUBURBAN (0G0)

	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA
 NA	Use Buffalo Niagara Intl altimeter setting. Procedure not authorized at night.

**MISSED APPROACH:** Climb to 1800, then climbing right turn to 3000 direct DILSE WP and hold.

BUFFALO APP CON  
126.5 317.6

UNICOM  
123.0 (CTAF) **L**





▼

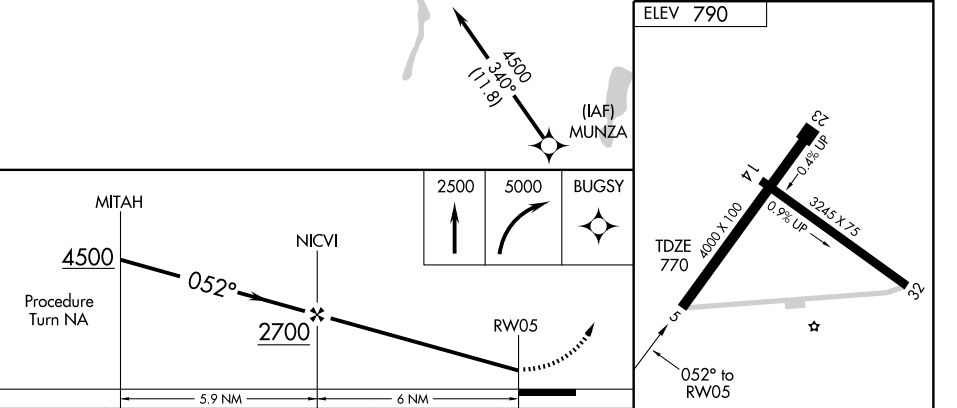
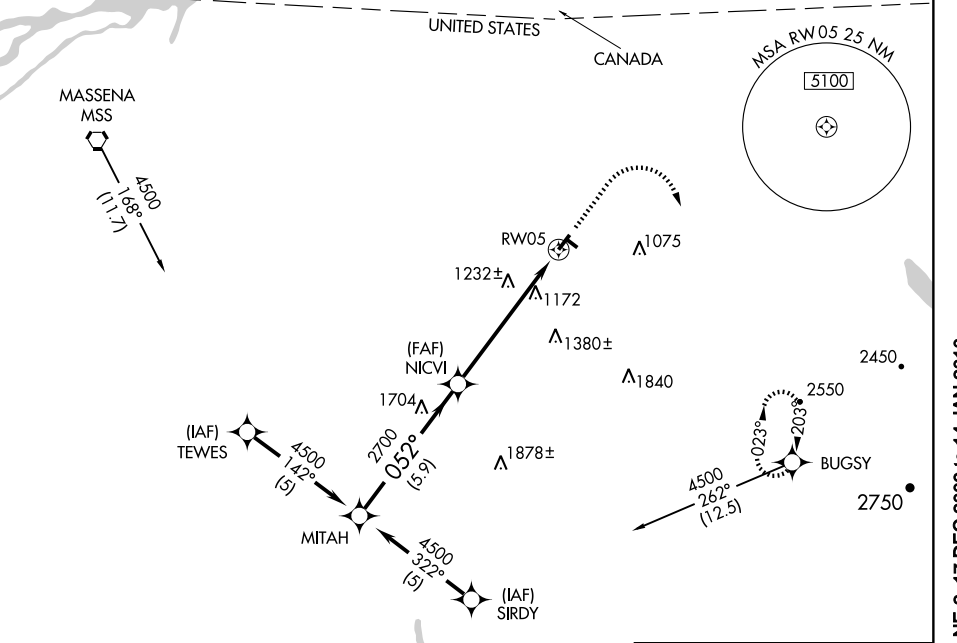
▲ NA

Use Massena Intl-Richards Field altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing right turn to 5000 direct BUGSY WP and hold.

BOSTON CENTER  
135.25 377.1

UNICOM  
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-5	1680-1¼ 910 (900-1¼)		1680-2¾ 910 (900-2¾)	NA
CIRCLING	1680-1¼ 890 (900-1¼)		1680-2¾ 890 (900-2¾)	NA

REIL Rwy 5 and 23  
MIRL Rwy 5-23 and 14-32 0

NE-2, 17 DEC 2009 to 14 JAN 2010

▼

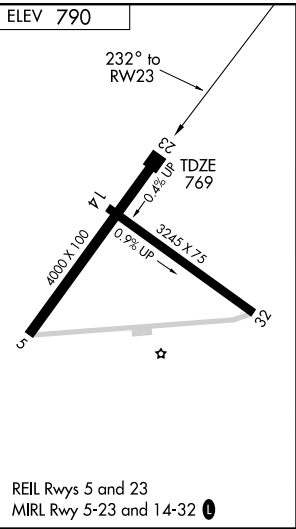
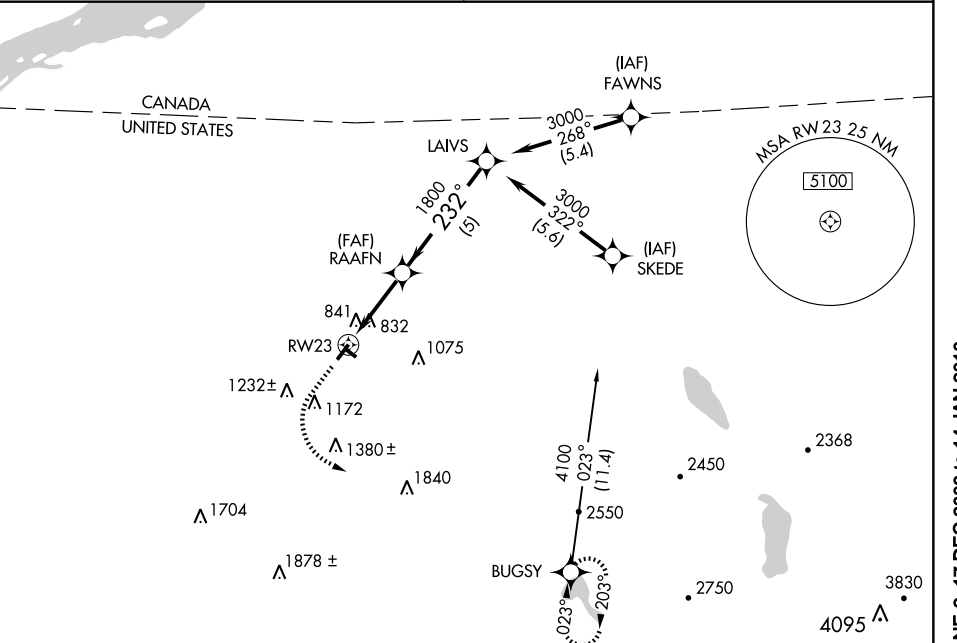
▲ NA

Use Massena Intl-Richards Field altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing left turn to 5000 direct BUGSY WP and hold.

BOSTON CENTER  
135.25 377.1

UNICOM  
122.8 (CTAF) 0



	2500	5000	BUGSY	
	↑	↩	✧	
			RAAFN	LAIVS
			1800	3000
				Procedure Turn NA
			3.2 NM	5 NM
CATEGORY	A	B	C	D
S-23	1280-1	511 (500-1)	1280-1½ 511 (500-1½)	NA
CIRCLING	1500-1 710 (800-1)	1520-1 730 (800-1)	1520-2 730 (800-2)	NA

REIL Rwy 5 and 23  
MIRL Rwy 5-23 and 14-32 0

VORTAC MSS <u>114.1</u> Chan 88	APP CRS 116°	Rwy Idg TDZE Apt Elev	N/A N/A 790
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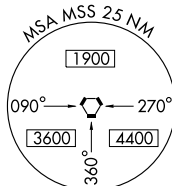
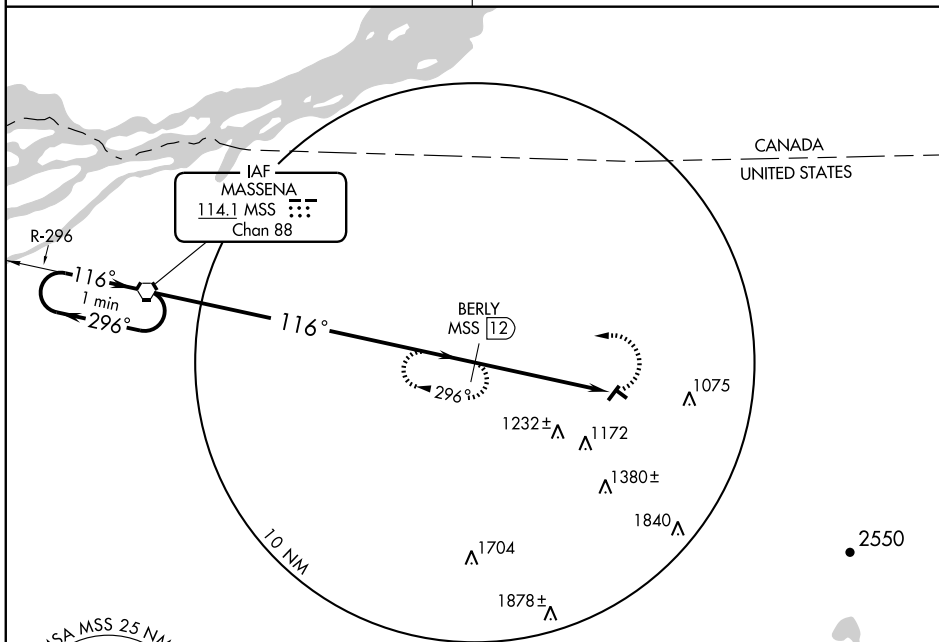
VOR/DME-A  
MALONE-DUFORT (MAL)

 Use Massena Intl-Richards Field altimeter setting.

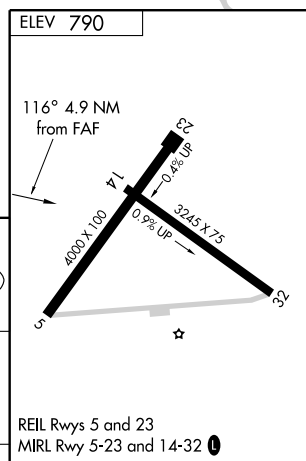
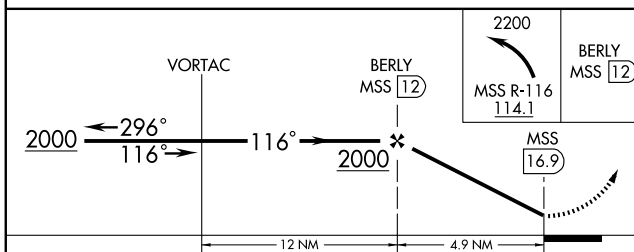
**MISSED APPROACH:** Climbing left turn to 2200 via MSS VORTAC R-116 to BERLY/12 DME and hold.

BOSTON CENTER  
135.25 377.1

UNICOM  
122.8 (CTAF) **L**



NoPT for arrival on MSS VORTAC airway radials 255 clockwise 314.



CATEGORY	A	B	C	D						
CIRCLING	1580-1 790 (800-1)	1580-1¼ 790 (800-1¼)	1580-2¼ 790 (800-2¼)	NA	Knots	60	90	120	150	180
					Min:Sec					

# ILS or LOC RWY 5

MASSENA INTL-RICHARDS FIELD (MSS)

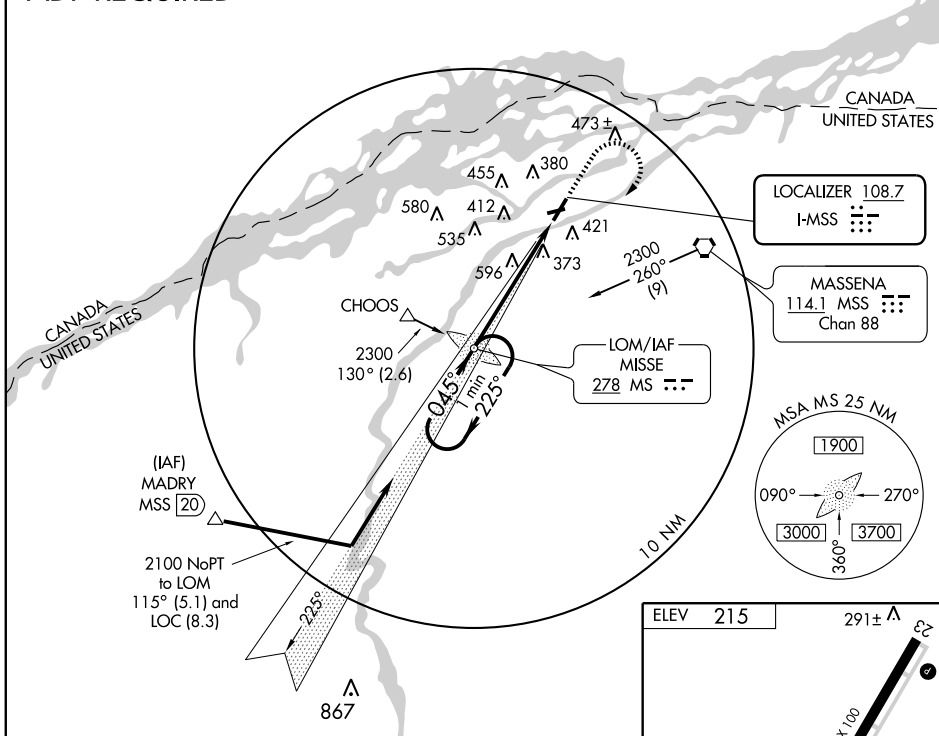
LOC I-MSS <b>108.7</b>	APP CRS <b>045°</b>	Rwy Idg TDZE Apt Elev <b>5600</b> <b>205</b> <b>215</b>
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**NA** Circling to Rwy 9-27 NA at night. Visibility reduction by helicopters NA. If local altimeter setting not received, use Ogdensburg altimeter setting: Increase DA to 332; increase all MDAS 100 feet.

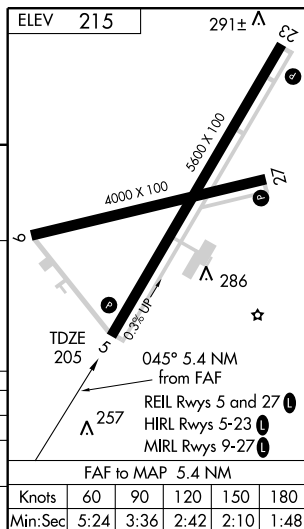
**MISSED APPROACH:** Climb to 900 then climbing right turn to 2300 direct MISSE LOM and hold, continue climb-in-hold to 2300.

ASOS <b>128.075</b>	BOSTON CENTER <b>135.25 377.1</b>	UNICOM <b>123.0 (CTAF)</b>
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## ADF REQUIRED



One Minute Holding Pattern				
MISSE LOM 1993				
2300 ← 225° 045° → 2100				
GS 3.00° TCH 54				
5.4 NM				
CATEGORY	A	B	C	D
S-ILS 5	455-1 250 (300-1)			
S-LOC 5	860-1	655 (700-1)	860-1 3/4 655 (700-1 3/4)	860-2 655 (700-2)
CIRCLING	860-1	645 (700-1)	860-1 3/4 645 (700-1 3/4)	900-2 1/4 685 (700-2 1/4)



APP CRS	Rwy Idg	<b>4000</b>
<b>075°</b>	TDZE	<b>205</b>
	Apt Elev	<b>215</b>

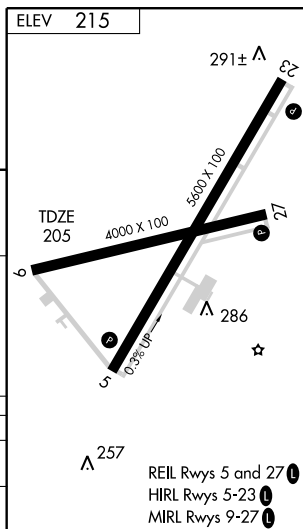
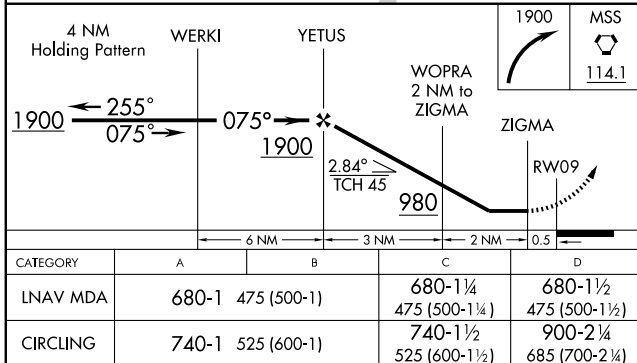
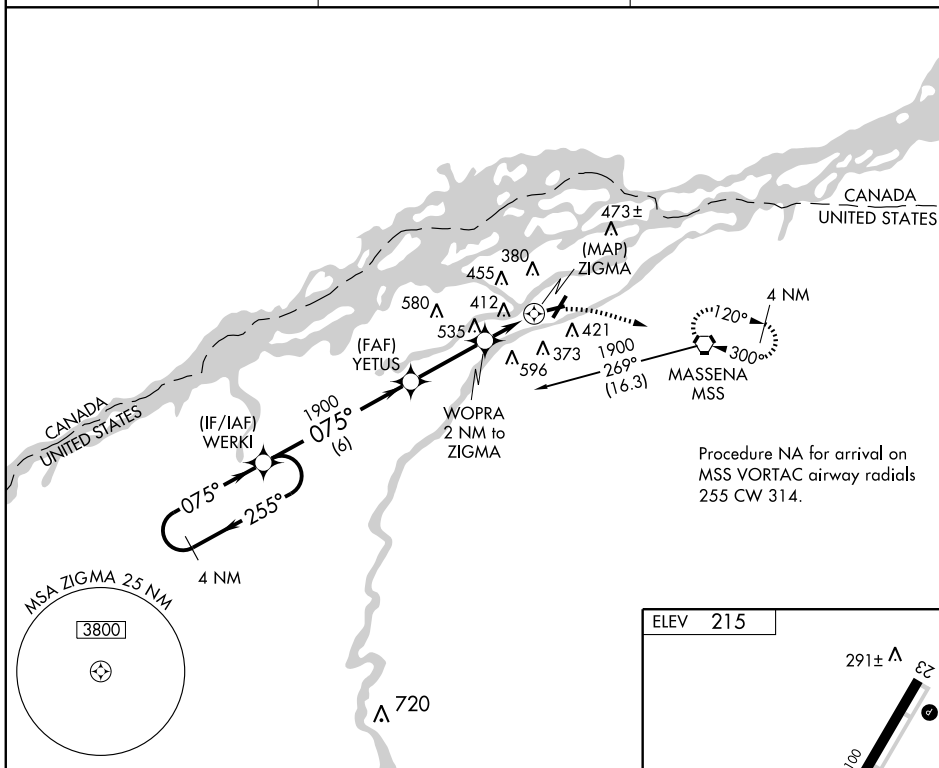
RNAV (GPS) RWY 9  
MASSENA INTL-RICHARDS FIELD (MSS)

**T** GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
If local altimeter setting not received, use Ogdensburg  
altimeter setting and increase all MDAs 100 feet.  
**A** Circling NA at night to Rwy 9-27.  
Straight-in minimums NA at night.

**MISSED APPROACH:** Climbing right turn to 1900  
direct MSS VORTAC and hold.

ASOS  
128.075

BOSTON CENTER  
135.25 377.1

UNICOM  
123.0 (CTAF) **L**

APP CRS	Rwy Idg	5600
225°	TDZE	215
	Apt Elev	215

RNAV (GPS) RWY 23

MASSENA INTL-RICHARDS FIELD (MSS)

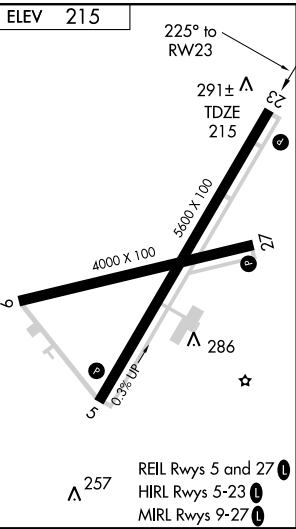
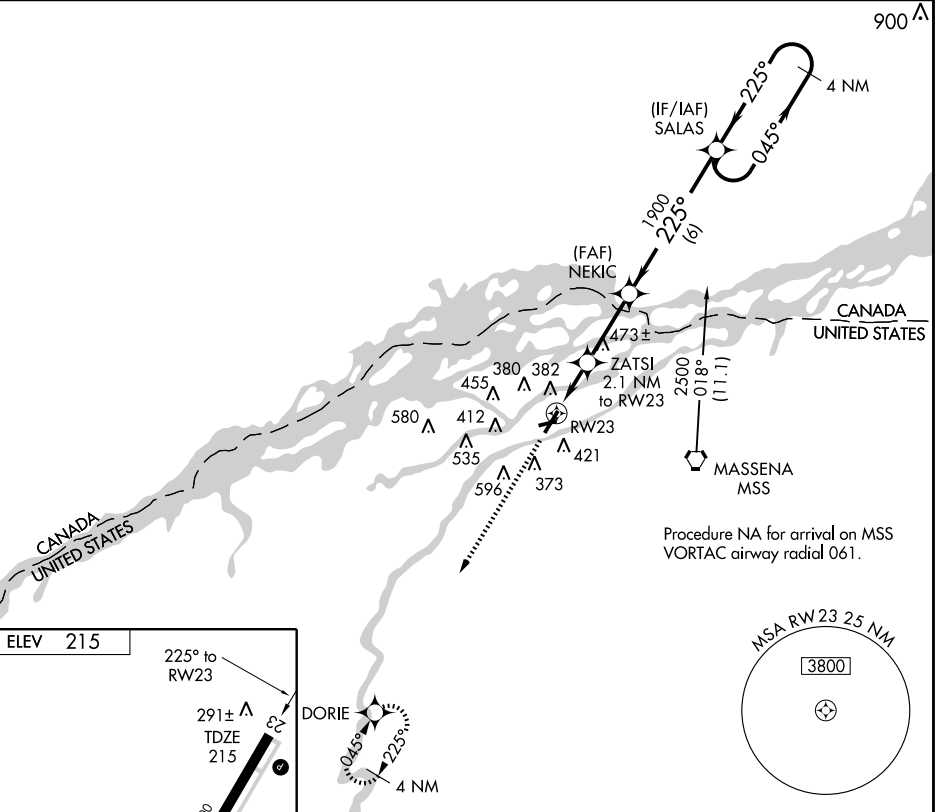
▼

▲

DME/DME RNP-0.3 NA.  
If local altimeter setting not received, use Ogdensburg altimeter setting and increase all MDAs 100 feet.  
Circling NA at night to Rwy 9-27.

MISSED APPROACH: Climb to 2300 direct DORIE and hold.

ASOS 128.075	BOSTON CENTER 135.25 377.1	UNICOM 123.0 (CTAF) 0
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2300 ↑ DORIE ✦		<p>ZATSI 2.1 NM to RW23</p> <p>NEKIC 1900</p> <p>SALAS 4 NM Holding Pattern</p> <p>045° 225° 2500</p> <p>225°</p> <p>2250</p> <p>* 1060 when using Ogdensburg altimeter setting.</p>			
CATEGORY	A	B	C	D	
LNAV MDA	640-1	425 (500-1)	640-1 ¼	425 (500-1 ¼)	
CIRCLING	740-1	525 (600-1)	740-1 ½ 525 (600-1 ½)	900-2 ¼ 685 (700-2 ¼)	

APP CRS	Rwy Idg	4000
270°	TDZE	205
	Apt Elev	215

# RNAV (GPS) RWY 27 MASSENA INTL-RICHARDS FIELD (MSS)



DME/DME RNP-0.3 NA.

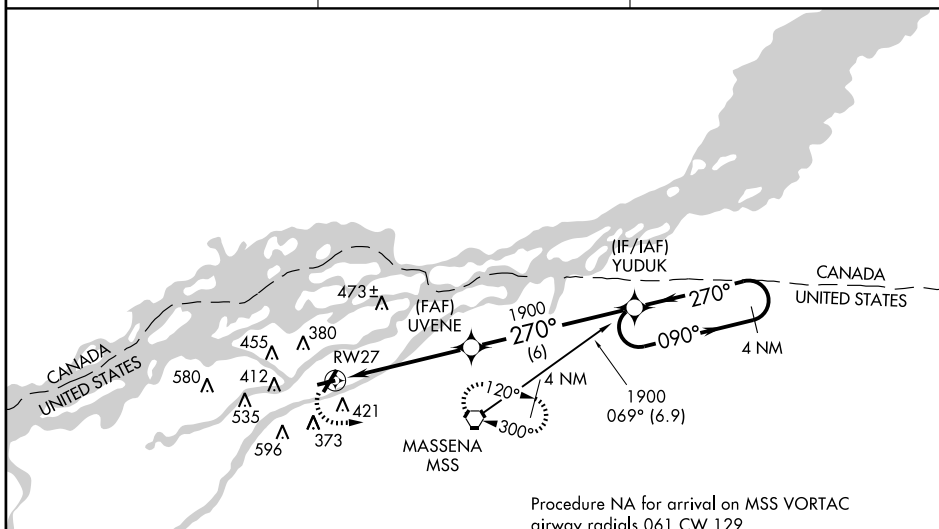
If local altimeter setting not received, use Ogdensburg altimeter setting and increase all MDAs 100 feet.  
Circling NA at night to Rwy 9-27.

MISSED APPROACH: Climbing left turn to 1900 direct MSS VORTAC and hold.

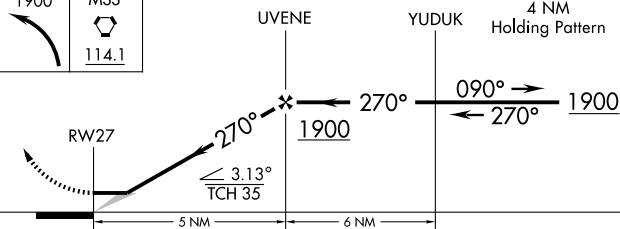
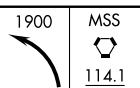
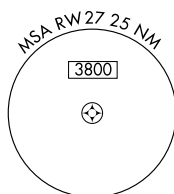
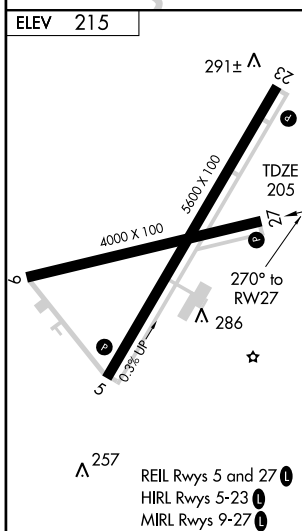
ASOS  
128.075

BOSTON CENTER  
135.25 377.1

UNICOM  
123.0 (CTAF) 0



ELEV 215



CATEGORY	A	B	C	D
LNNAV MDA	680-1 475 (500-1)	680-1 475 (500-1 1/2)	680-1 475 (500-1 1/2)	680-1 475 (500-1 1/2)
CIRCLING	740-1 525 (600-1)	740-1 525 (600-1 1/2)	740-1 525 (600-1 1/2)	740-1 525 (600-1 1/2)

APP CRS	Rwy Idg	5600
045°	TDZE	205
	Apt Elev	215

RNAV (GPS) Y RWY 5  
MASSENA INTL-RICHARDS FIELD (MSS)

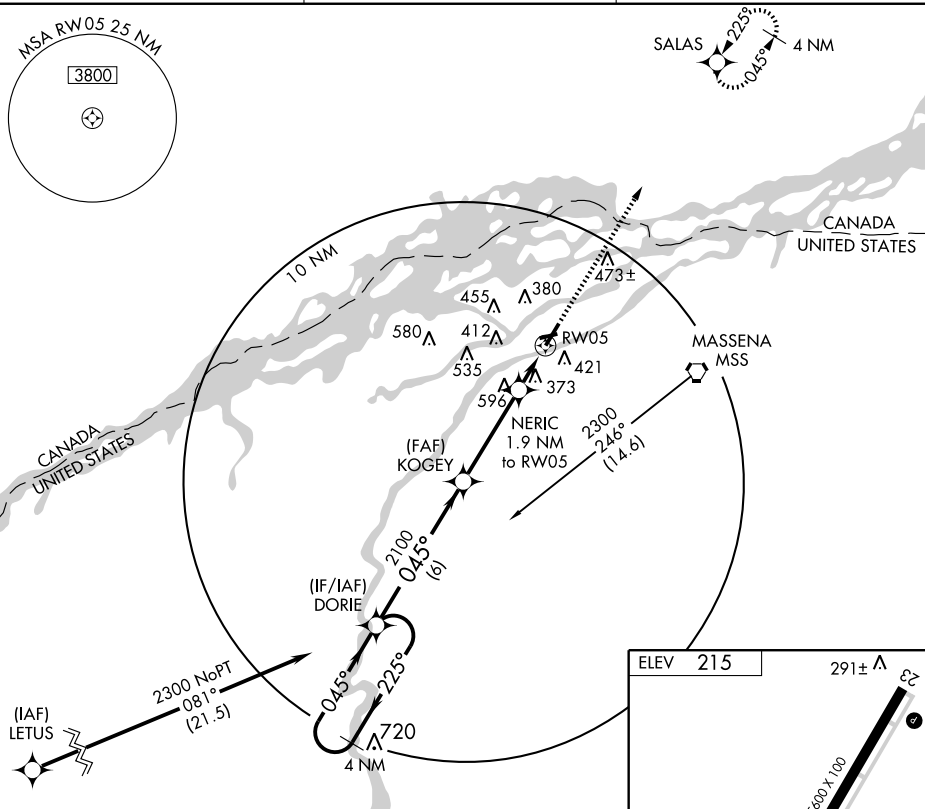
**T** VDP and descent angle NA when using Ogdensburg altimeter setting.  
**A** If local altimeter setting not received, use Ogdensburg altimeter setting and increase all MDAs 100 feet. Circling NA at night to Rwy 9-27.

**MISSED APPROACH:** Climb to 2500 direct SALAS and hold.

ASOS  
**128,075**

BOSTON CENTER  
135.25 377.1

UNICOM  
123.0 (CTAF) **L**



NE-2. 17 DEC 2009 to 14 JAN 2010

4 NM Holding Pattern

DORIE

KOGEE

NERIC 1.9 NM to RW05

2500

SALAS

2300

225°

045°

045°

2100

3.05°

TCH 59

1.3 NM to RW05

RW05

\* 960 with Ogdensburg altimeter setting.

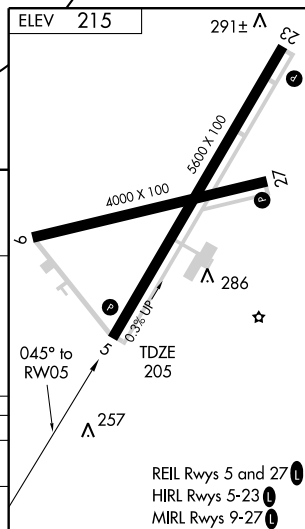
4 NM

2.8 NM

0.5

1.2

CATEGORY	A	B	C	D
INAV MDA	680-1	475 (500-1)	680-1½ 475 (500-1½)	680-1½ 475 (500-1½)
CIRCLING	740-1	525 (600-1)	740-1½ 525 (600-1½)	900-2½ 685 (700-2½)





WAAS

Chan 70303

W05A

APP CRS

045°

Rwy Idg

TDZE

Apt Elev

5600

205

215

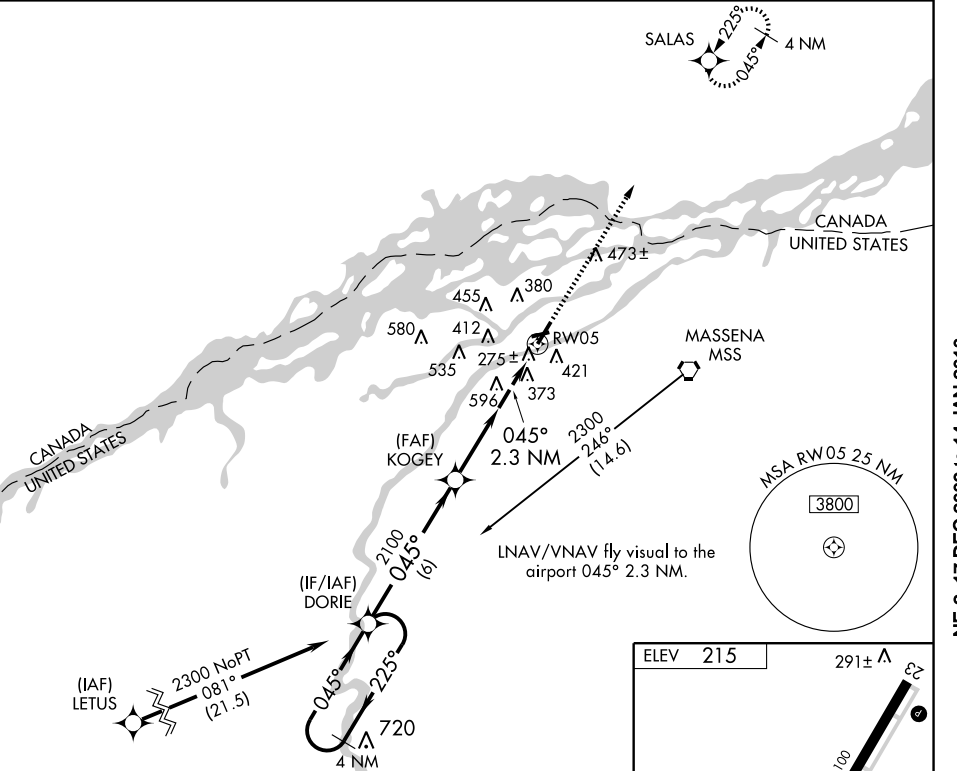
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). VDP and Baro-VNAV NA when using Ogdensburg altimeter setting. If local altimeter setting not received, use Ogdensburg altimeter setting and increase all DAs/MDAs 100 feet. Circling NA at night to Rwy 9-27.

MISSED APPROACH:

Climb to 2500 direct

SALAS and hold.

ASOS	BOSTON CENTER	UNICOM
128.075	135.25 377.1	123.0 (CTAF) 1



4 NM Holding Pattern

2300

225°

045°

GS 3.00°

TCH 59

DORIE

KOGEY

2100

045°

\*1.9 NM to RW05

LNAV/VNAV Fly Visual

045°

2.3 NM

\*LNAV only

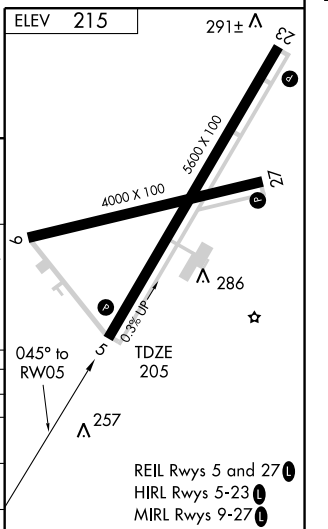
6 NM

3.8 NM

2500

SALAS

CATEGORY	A	B	C	D
LPV DA	500-1 295 (300-1)			
LNAV/VNAV DA	980-2 775 (800-2)	980-2¼ 775 (800-2¼)		980-2½ 775 (800-2½)
LNAV MDA	860-1 655 (700-1)	860-1¾ 655 (700-1¾)		860-2 655 (700-2)
CIRCLING	980-2¾ 765 (800-2¾)			



VORTAC MSS <b>114.1</b> Chan <b>88</b>	APP CRS <b>298°</b>	Rwy Idg TDZE Apt Elev <b>215</b>	N/A N/A <b>215</b>
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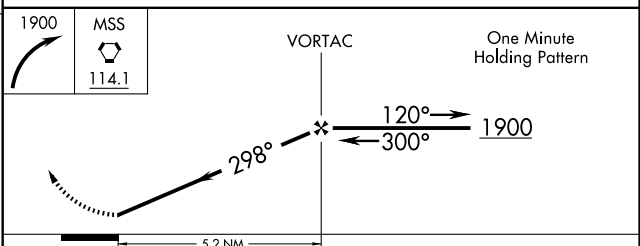
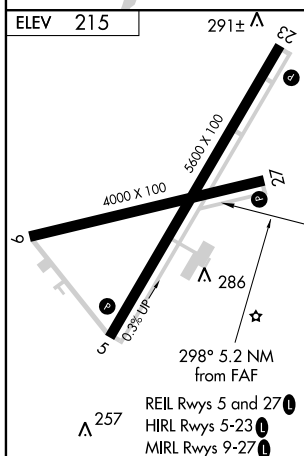
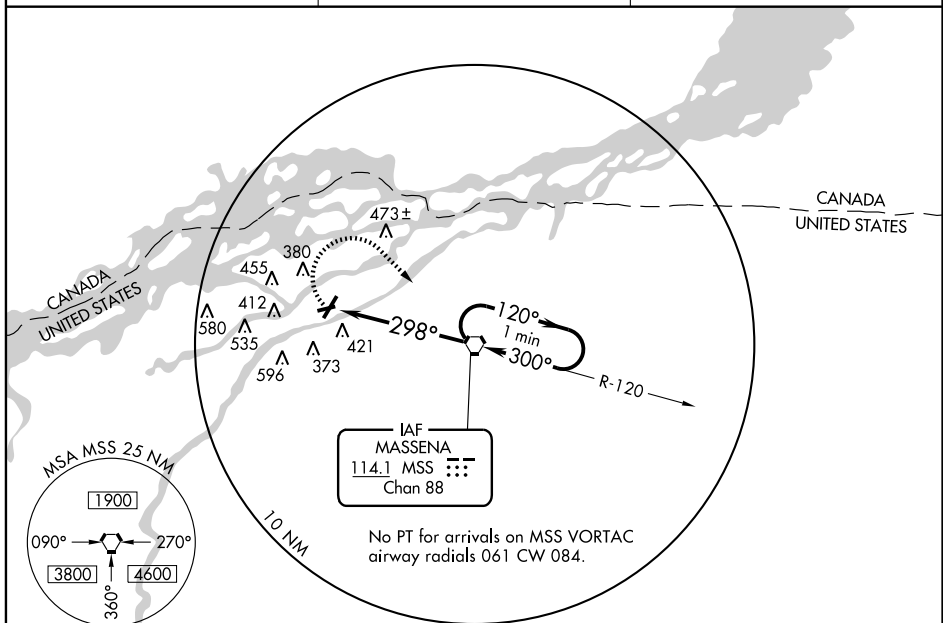
▼ If local altimeter setting not received, use Ogdensburg altimeter setting and increase all MDAs 100 feet.  
▲ Circling NA at night to Rwy 9-27.

MISSED APPROACH: Climbing right turn to 1900 direct MSS VORTAC and hold.

ASOS  
**128.075**

BOSTON CENTER  
**135.25 377.1**

UNICOM  
**123.0 (CTAF)**



FAF to MAP 5.2 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	740-1 525 (600-1)		740-1½ 525 (600-1½)	900-2¼ 685 (700-2¼)
Min:Sec	5:12	3:28	2:36	2:05	1:44					

▼

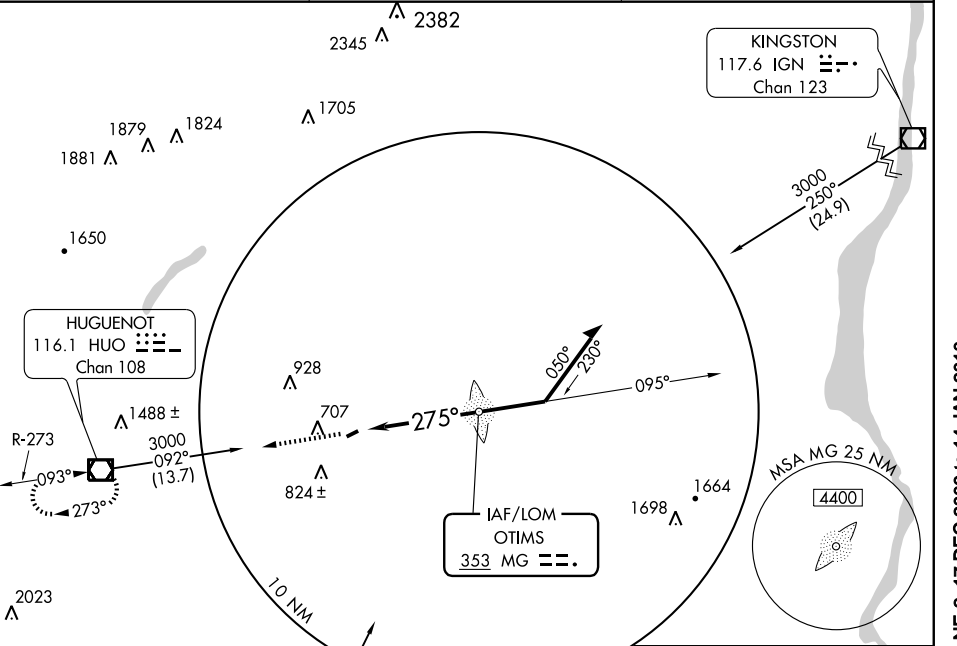
NA

Procedure NA at night.

Use Orange County altimeter setting.

MISSED APPROACH: Climb to 3500 direct HVO VOR/DME and hold.

ORANGE COUNTY ASOS <b>119.275</b>	NEW YORK APP CON <b>132.75 363.1</b>	UNICOM <b>122.8</b> (CTAF)
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3500

↑

HVO

116.1

OTIMS LOM

Remain within 5 NM

095°

2700

275°

2000

≤ 3.09°

TCH 40

4.4 NM

CATEGORY	A	B	C	D
S-26	1200-1 677 (700-1)		NA	
CIRCLING	1200-1 677 (700-1)		NA	

ELEV 523

275° 4.4 NM from FAF

0.6% UP

2811 X 60

TDZE 523

MIRL Rwy 8-26

FAF to MAP 4.4 NM	Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28	

NE-2, 17 DEC 2009 to 14 JAN 2010

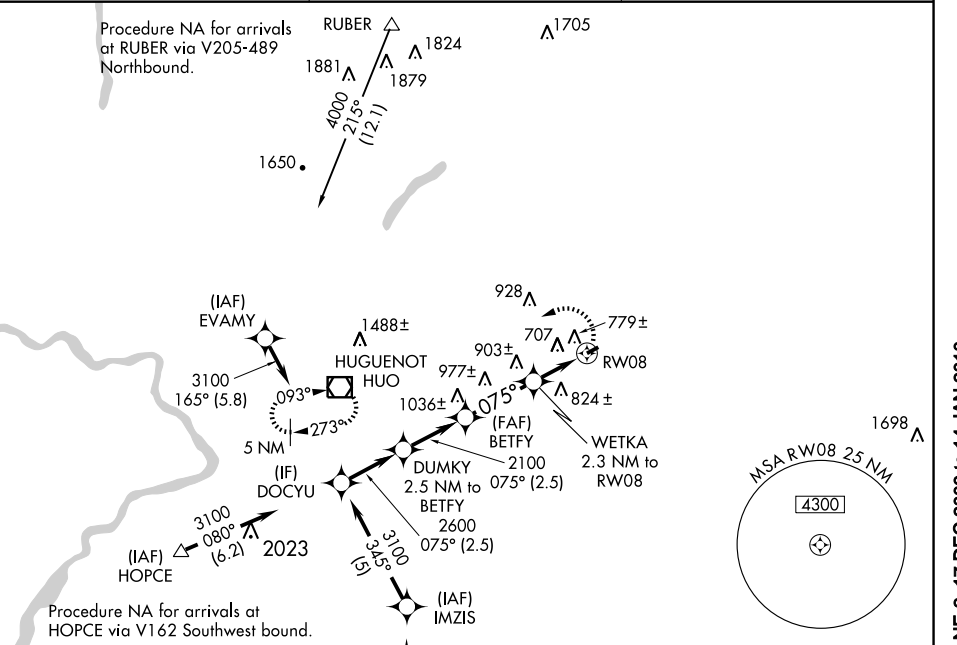
▼

▲ NA

DME/DME RNP -0.3 NA.  
Procedure NA at night.  
Use Orange County altimeter setting.

MISSED APPROACH: Climbing left turn to  
3500 direct HVO VOR/DME and hold.

ORANGE COUNTY ASOS 119.275	NEW YORK APP CON 132.75 363.1	UNICOM 122.8 (CTAF)
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ELEV 523

3500

HVO

Procedure Turn NA

3100

075°

2600

2100

1280

3.18°

TCH 40

2.5 NM

2.5 NM

2.8 NM

2.3 NM

RW08

TDZE 523

0.65% UP

2811 X 60

075° to RW08

CATEGORY	A	B	C	D
RNAV MDA	1080-1 557 (600-1)	NA		
CIRCLING	1180-1 657 (700-1)	NA		

MIRL Rwy 8-26

NE-2, 17 DEC 2009 to 14 JAN 2010

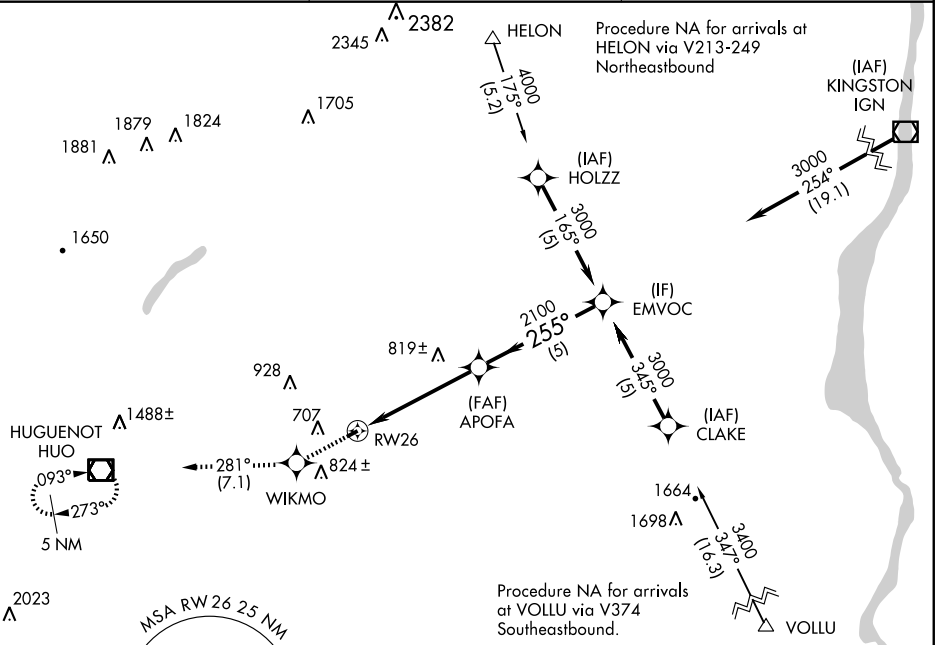
APP CRS	Rwy Idg	2811
255°	TDZE	523
	Apt Elev	523

RNAV (GPS) RWY 26

MIDDLETOWN / RANDALL (Ø6N)

<div><div>▼</div><div>NA</div></div> <div>DME/DME RNP -0.3 NA. Procedure NA at night. Use Orange County altimeter setting.</div>	MISSED APPROACH: Climb to 3500 direct WIKMO and right turn via 281° track to HUO VOR/DME and hold.
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ORANGE COUNTY ASOS 119.275	NEW YORK APP CON 132.75 363.1	UNICOM 122.8 (CTAF)
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ELEV 523

3500

↑

WIKMO

✱

TRK 281°

↗

HUO

◻

RW26

↖

APOFA

✱

255°

↘

3000

↘

2100

↘

2.97°

↘

TCH 40

↘

4.9 NM

↘

5 NM

↘

Procedure Turn NA

CATEGORY	A	B	C	D
LNNAV MDA	1120-1 597 (600-1)		NA	
CIRCLING	1180-1 657 (700-1)		NA	

MIRL Rwy 8-26

255° to RW26

↘

0.6% UP

↗

2811 X 60

↗

TDZE 523

NE-2, 17 DEC 2009 to 14 JAN 2010



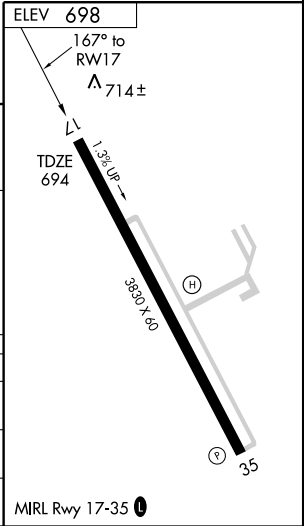
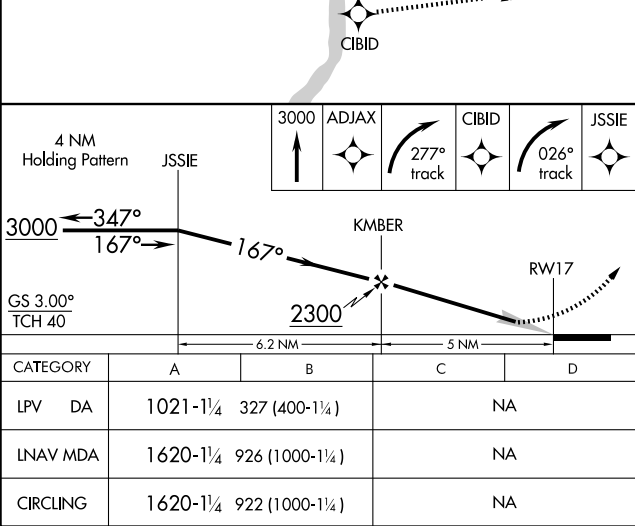
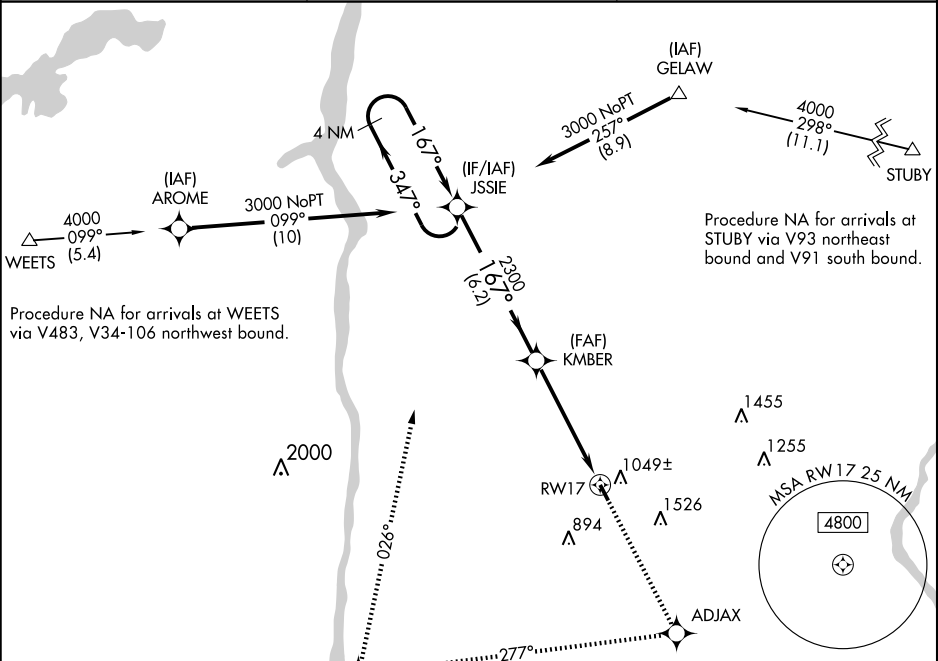
WAAS CH <b>78008</b> <b>W17A</b>	APP CRS <b>167°</b>	Rwy Idg TDZE Apt Elev	<b>3830</b> <b>694</b> <b>698</b>
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# RNAV (GPS) RWY 17

MILLBROOK/ SKY ACRES (44N)

<b>NA</b> DME/DME RNP-0.3 NA. Use Newburgh altimeter setting; when not received use Poughkeepsie altimeter setting and increase LPV DA to 1038, all MDA 20 feet, and LPV all Cats visibility ¼ mile.	<b>MISSED APPROACH:</b> Climb to 3000 direct ADJAX and right turn via 277° track to CIBID and right turn via 026° track to JSSIE and hold.
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POUGHKEEPSIE ASOS <b>126.75</b>	NEW YORK APP CON <b>132.75 363.1</b>	UNICOM <b>122.8 (CTAF) 0</b>
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WAAS CH <b>86308</b> <b>W35A</b>	APP CRS <b>347°</b>	Rwy Idg TDZE Apt Elev	<b>3830</b> <b>698</b> <b>698</b>
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## RNAV (GPS) RWY 35

MILLBROOK/ SKY ACRES (44N)

T	DME/DME RNP-0.3 NA.
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**NA** Use Newburgh altimeter setting; when not received use Poughkeepsie altimeter setting and increase LPV DA to 1063, and all MDA 20 feet.

**MISSED APPROACH:** Climb to 3000 direct  
COVDA and via 347° track to JSSIE and hold.

POUGHKEEPSIE ASOS

126.75

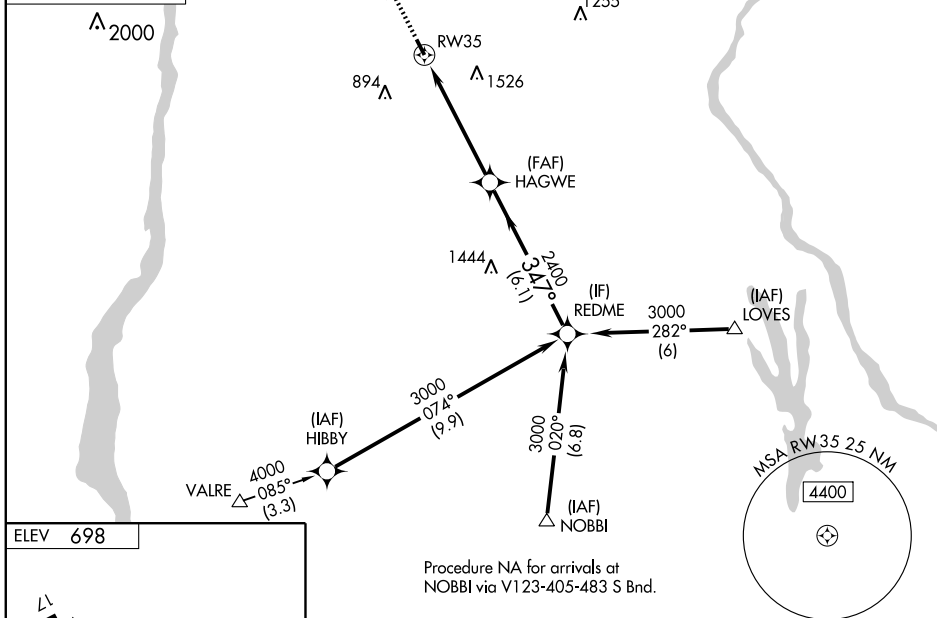
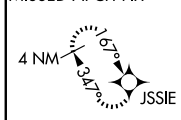
NEW YORK APP CON

132.75 363.1

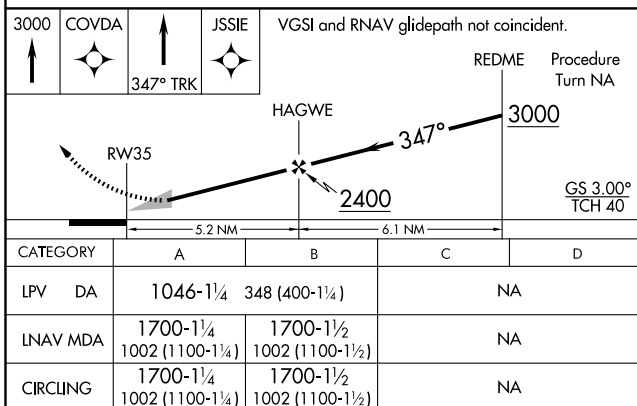
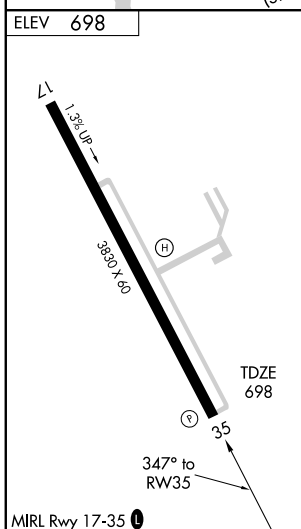
UNICOM

**122.8 (CTAF) L**

MISSED APCH FIX



Procedure NA for arrivals at  
NOBBI via V123-405-483 S Bnd





APP CRS	Rwy Idg	N/A
069°	TDZE	N/A
	Apt Elev	700

VOR-A

MILLBROOK/ SKY ACRES (44N)

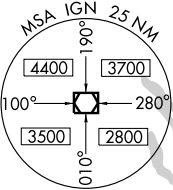
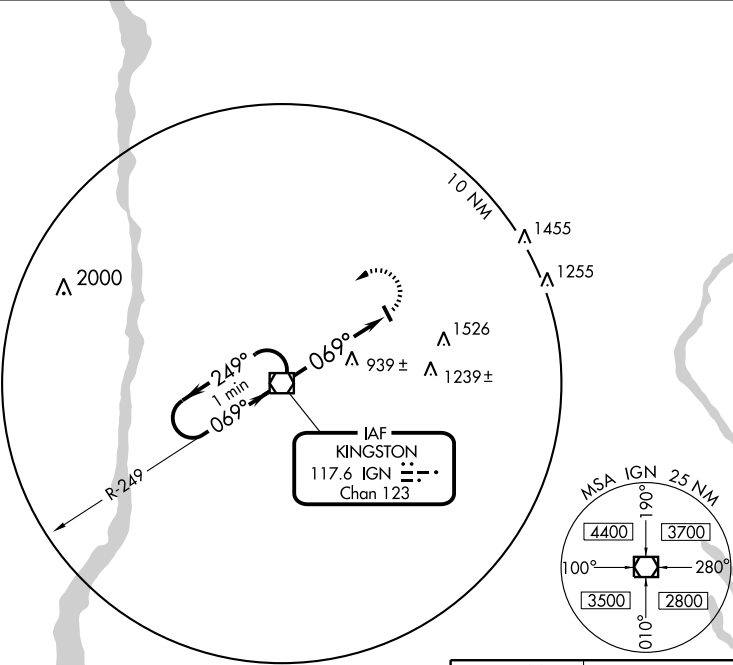
Use Poughkeepsie altimeter setting.  
 NoPT for arrival on IGN VOR/DME  
airway radials 203 CW 316.

MISSED APPROACH: Climbing left turn  
to 3000 direct IGN VOR/DME and hold.

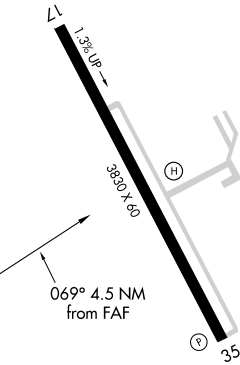
POUGHKEEPSIE ASOS  
126.75

NEW YORK APP CON  
132.75 363.1

UNICOM  
122.8 (CTAF)

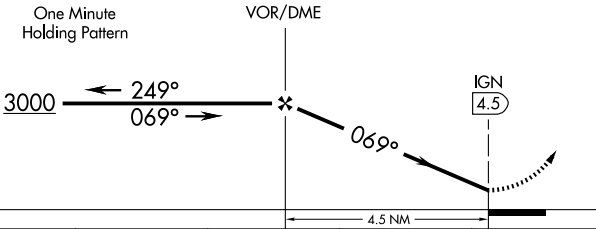


ELEV 700



MRL Rwy 17-35

One Minute  
Holding Pattern



CATEGORY	A	B	C	D
CIRCLING	1580 - 1 880 (900-1)	1580 - 1¼ 880 (900-1¼)	NA	

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



NA

Use Block Island State altimeter setting.  
Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct SEY VOR/DME and hold.

NEW YORK APP CON ★ 125.975 343.65	UNICOM 122.7 (CTAF)	121.7 0
--------------------------------------	------------------------	---------

ELEV 7

Rwy 6 ldg 2944'  
Rwy 24 ldg 3024'

MIRL Rwy 6-24 0

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-MGJ <b>111.7</b>	APP CRS <b>029°</b>	Rwy Idg TDZE Apt Elev	<b>4701</b> <b>354</b> <b>365</b>
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ILS RWY 3

MONTGOMERY/ORANGE COUNTY (MGJ)

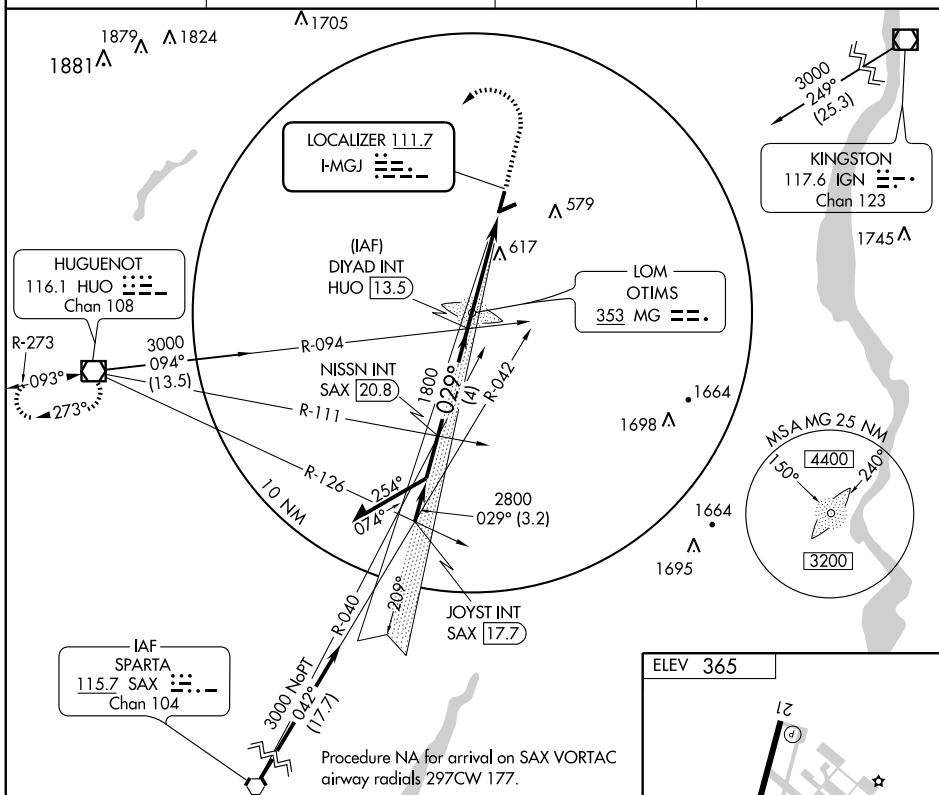
MISSED APPROACH: Climb to 1200, then climbing left turn to 4000 direct HVO VOR/DME and hold.

ASOS  
**119.275**

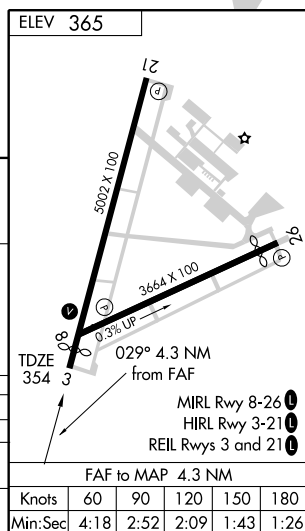
NEW YORK APP CON  
**132.75 363.1**

CLNC DEL  
**123.85**

UNICOM  
**122.725 (CTAF)**



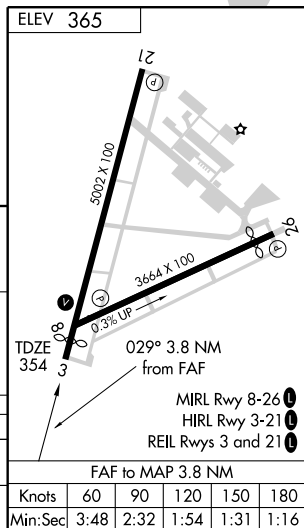
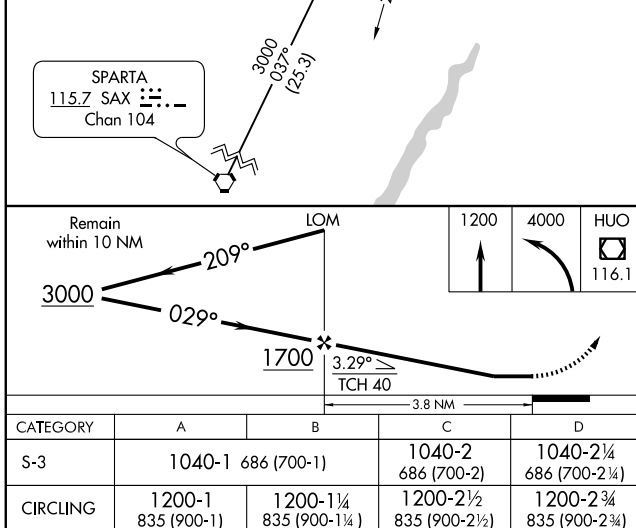
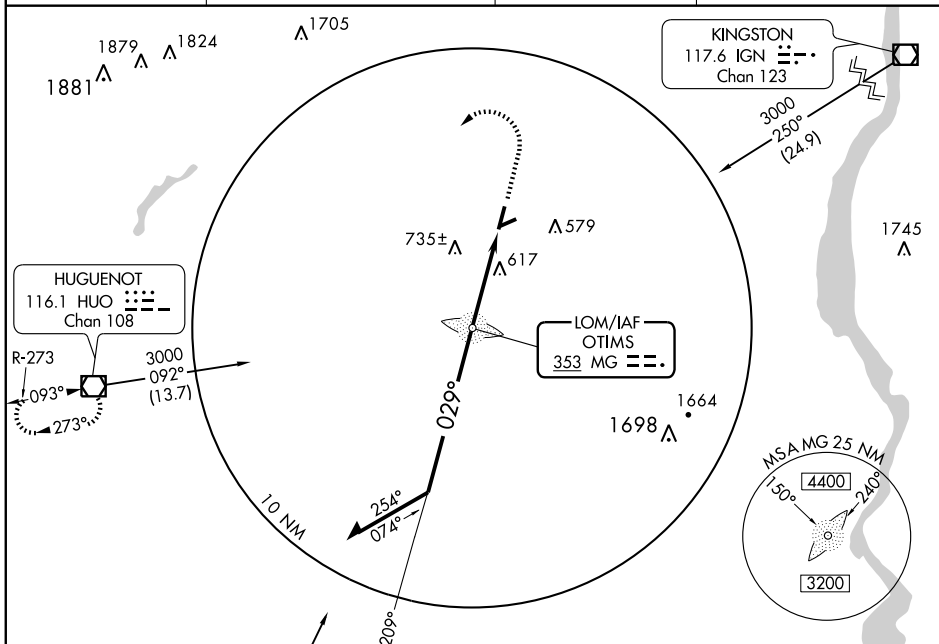
	ELEV 365			
	<p>Remain within 10 NM</p> <p>3000 - 029°</p> <p>GS 3.00° TCH 52</p> <p>2800</p> <p>1800</p> <p>4 NM</p> <p>4.3 NM</p>			
CATEGORY	A	B	C	D
S-ILS 3	618-1 264 (300-1)			
S-LOC 3	880-1 526 (600-1)		880-1½ 526 (600-1½)	880-1¾ 526 (600-1¾)
CIRCLING	1200-1 835 (900-1)	1200-1¼ 835 (900-1¼)	1200-2½ 835 (900-2½)	1200-2¾ 835 (900-2¾)



MONTGOMERY/ ORANGE COUNTY (MGJ)

**MISSED APPROACH:** Climb to 1 200, then climbing left turn to 4000 direct HUO VOR/DME and hold.

UNICOM  
122.725 (CTAF) **L**



APP CRS  
029°

Rwy Idg	<b>4701</b>
TDZE	<b>354</b>
Apt Elev	<b>365</b>

## RNAV (GPS) RWY 3

MONTGOMERY / ORANGE COUNTY (MGJ)



GPS or RNP-0.3 required.



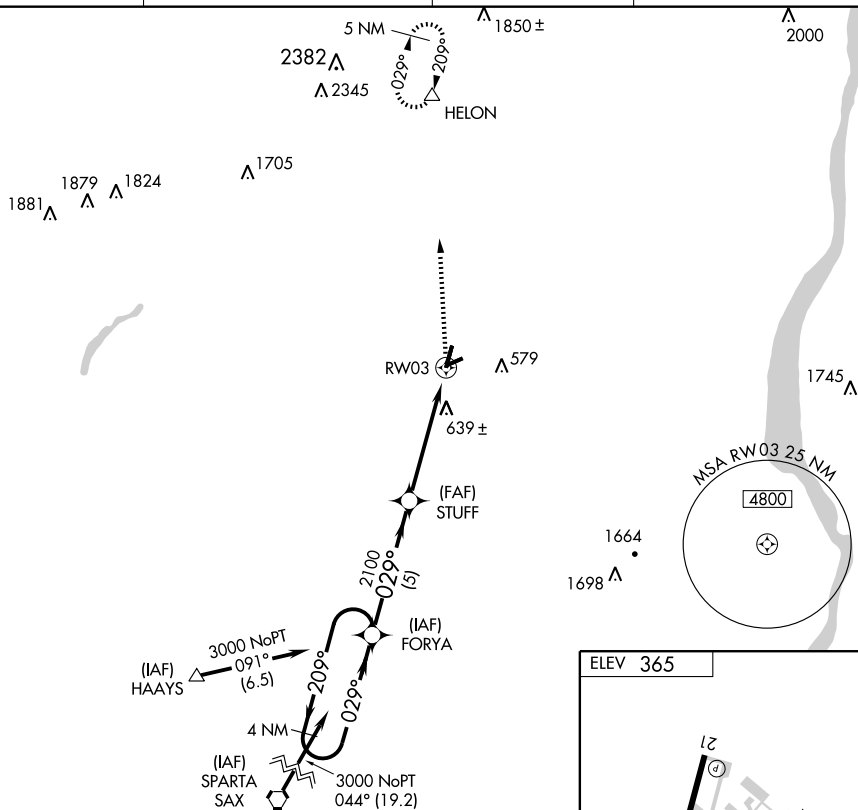
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000  
direct HELON WP and hold.

ASOS  
119.275

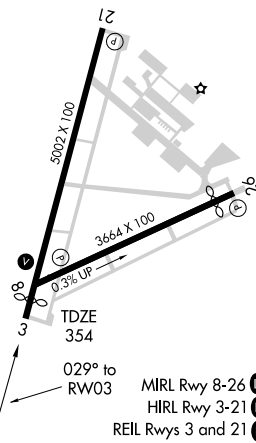
NEW YORK APP CON  
132.75 363.1CLNC DEL  
**123.85**

UNICOM  
122.725 (CTAF) **L**



NE-2: 17 DEC 2009 to 14 JAN 2010

ELEV 365



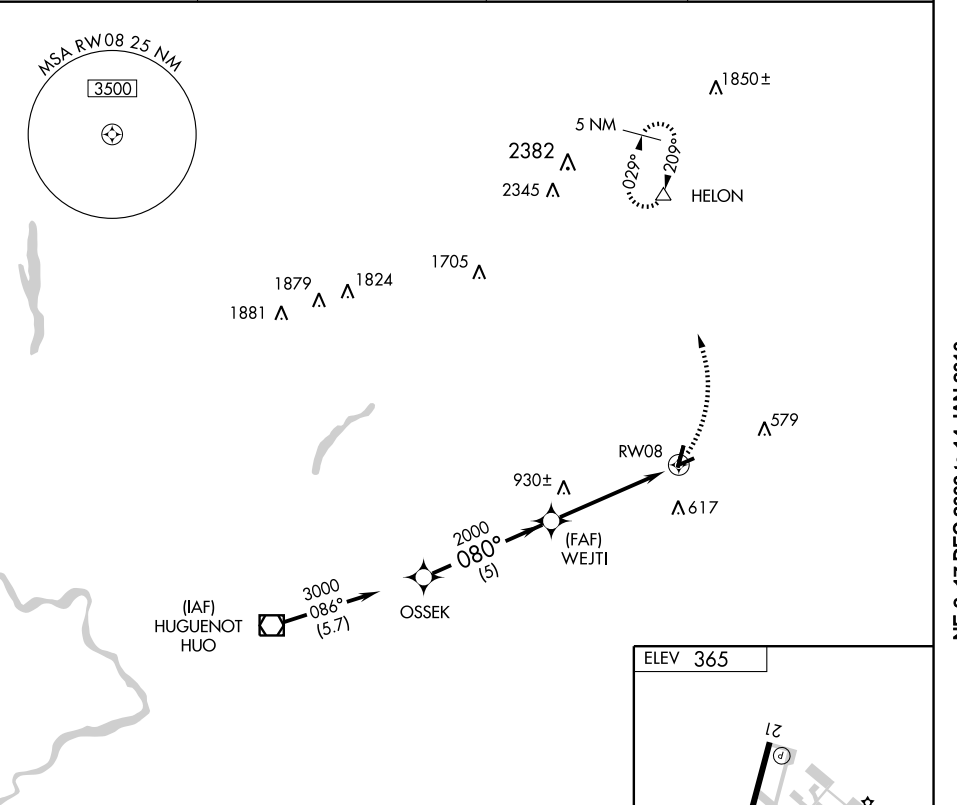
CATEGORY	A	B	C	D
LNAV MDA	920-1	566 (600-1)	920-1½ 566 (600-1½)	920-1¾ 566 (600-1¾)
CIRCLING	1200-1 835 (900-1)	1200-1¼ 835 (900-1¼)	1200-2½ 835 (900-2½)	1200-2¾ 835 (900-2¾)

APP CRS <b>080°</b>	Rwy Idg TDZE Apt Elev <b>3664</b> <b>360</b> <b>365</b>
------------------------	--

GPS or RNP-0.3 required.  
 NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 4000 direct HELON WP and hold.

ASOS <b>119.275</b>	NEW YORK APP CON <b>132.75 363.1</b>	CLNC DEL <b>123.85</b>	UNICOM <b>122.725</b> (CTAF)
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OSSEK

3000

080°

WEJTI

2000

3.03°

TCH 40

2.5 NM to RW08

RW08

4000

HELON

ELEV 365

TDZE 360

080° to RW08

5002 x 100

3664 x 100

0.3% UP

MIRL Rwy 8-26

HIRL Rwy 3-21

REIL Rwy 3 and 21

CATEGORY	A	B	C	D
LNAV MDA	1180-1 820 (900-1)	1180-1¼ 820 (900-1¼)	1180-2½ 820 (900-2½)	1180-2¾ 820 (900-2¾)
CIRCLING	1200-1 835 (900-1)	1200-1¼ 835 (900-1¼)	1200-2½ 835 (900-2½)	1200-2¾ 835 (900-2¾)

NE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS  
210°

Rwy Idg  
TDZE  
Apt Elev

5002  
353  
365

RNAV (GPS) RWY 21

MONTGOMERY / ORANGE COUNTY (MGJ)

▼

NA

GPS or RNP-0.3 required.  
DME/DME RNP-0.3 NA.

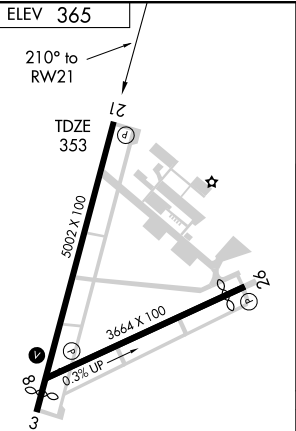
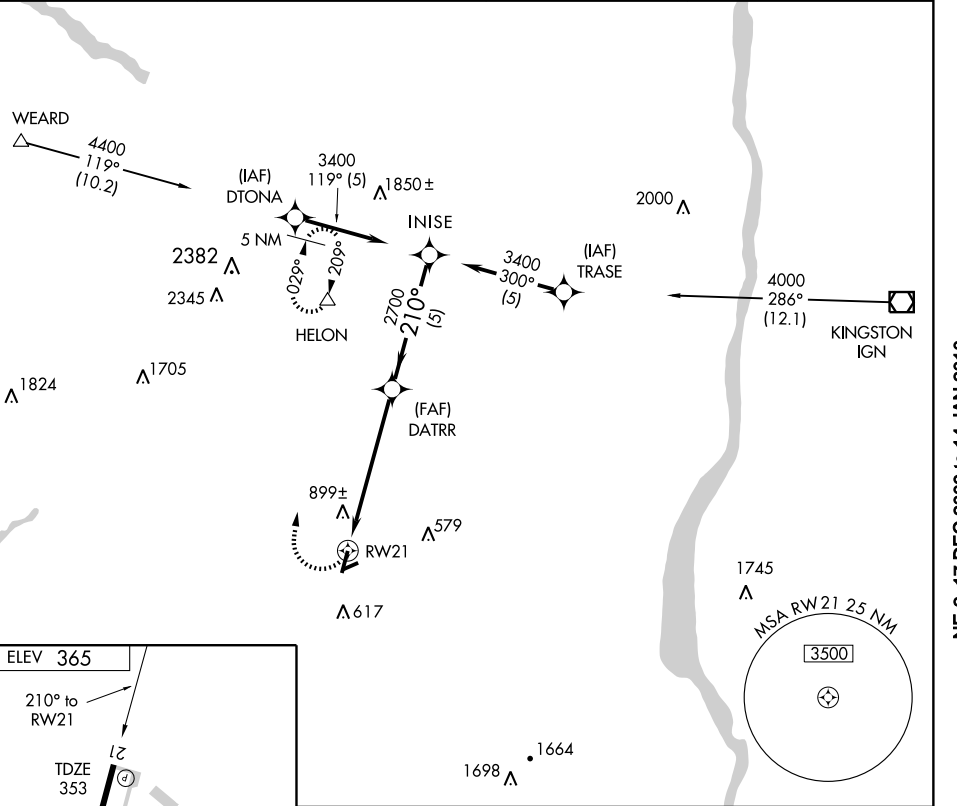
MISSED APPROACH: Climbing right turn  
to 4000 direct HELON WP and hold.

ASOS  
119.275

NEW YORK APP CON  
132.75 363.1

CLNC DEL  
123.85

UNICOM  
122.725 (CTAF) 0



MIRL Rwy 8-26 0  
HIRL Rwy 3-21 0  
REIL Rwy 3 and 21 0

4000

HELON

DATRR

RW21

INISE

2700

3400

210°

Procedure Turn NA

≤ 3.62°

TCH 40

VGSI and descent angles not coincident.

6 NM

5 NM

CATEGORY	A	B	C	D
LNAV MDA	1160-1 807 (800-1)	1160-1¼ 807 (800-1¼)	1160-2¼ 807 (800-2¼)	1160-2½ 807 (800-2½)
CIRCLING	1200-1 835 (900-1)	1200-1¼ 835 (900-1¼)	1200-2½ 835 (900-2½)	1200-2¾ 835 (900-2¾)



APP CRS

260°

Rwy Idg

3349

TDZE

365

Apt Elev

365

RNAV (GPS) RWY 26

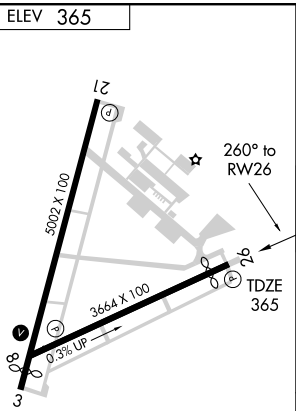
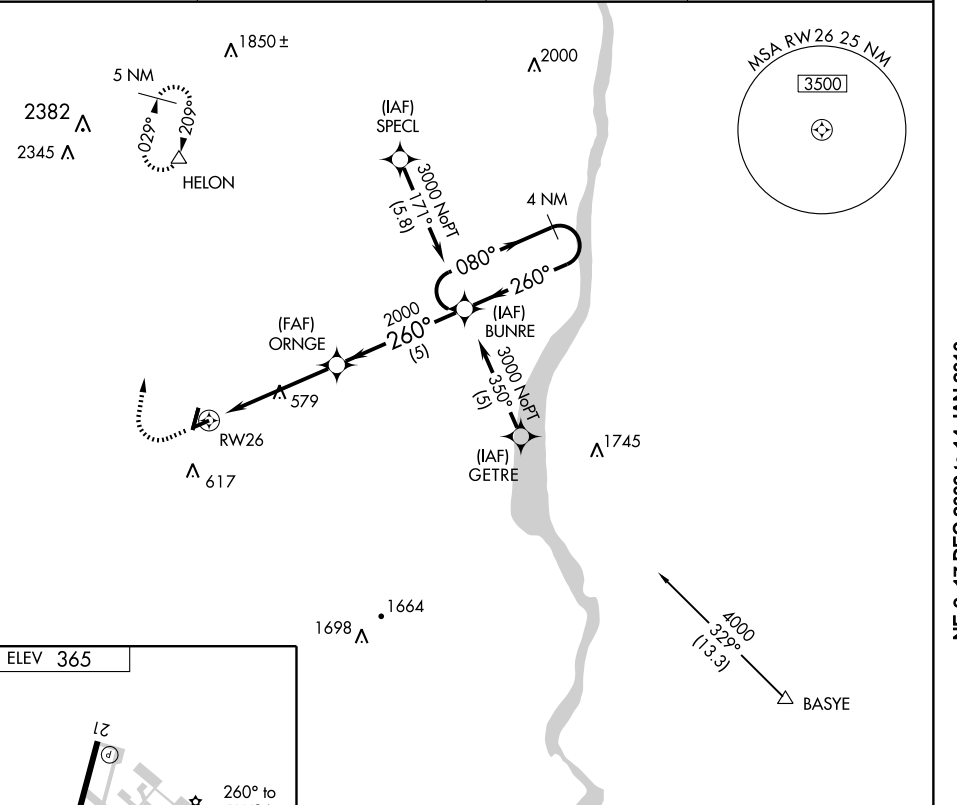
MONTGOMERY / ORANGE COUNTY (MGJ)

GPS or RNP-0.3 required.

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1300, then climbing right turn to 4000 direct HELON WP and hold.

ASOS 119.275	NEW YORK APP CON 132.75 363.1	CLNC DEL 123.85	UNICOM 122.725 (CTAF) 0
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MIRL Rwy 8-26 0

HIRL Rwy 3-21 0

REIL Rwy 3 and 21 0

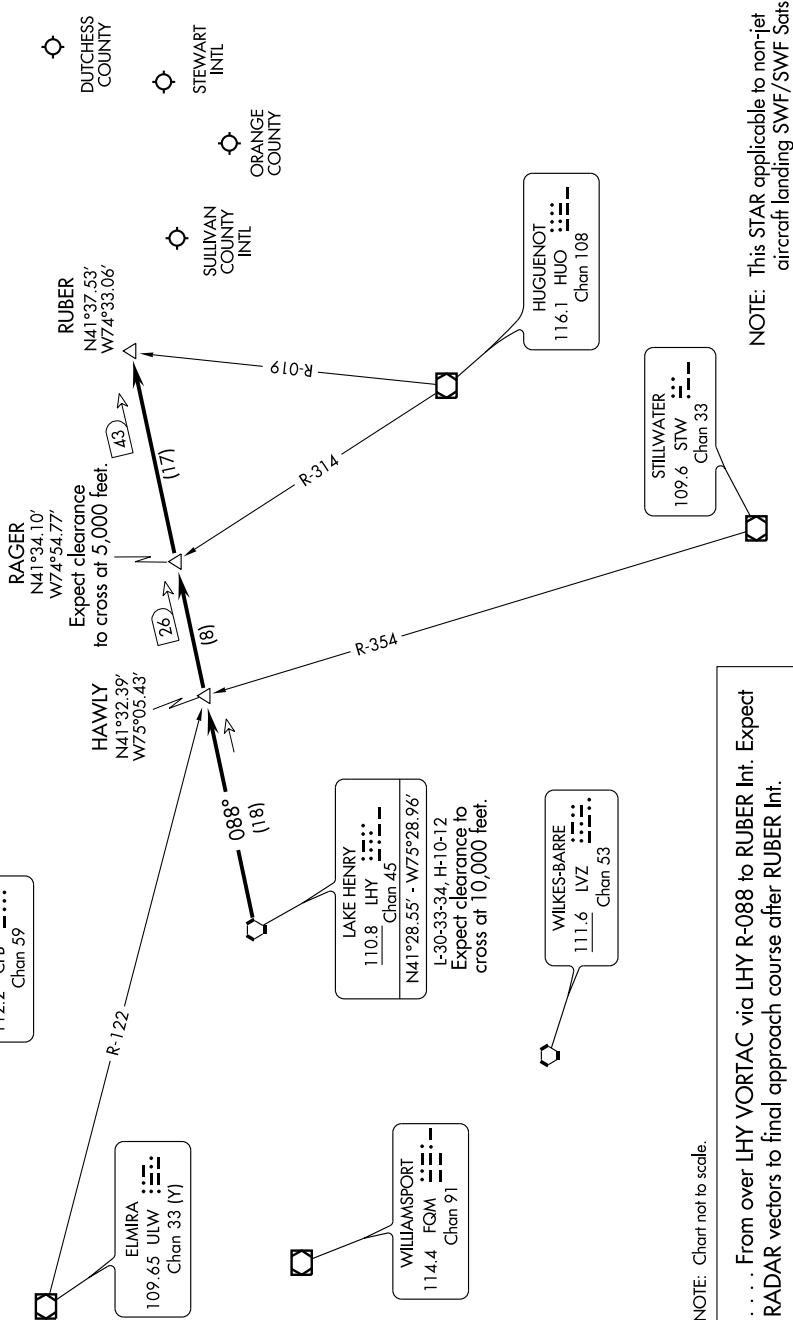
CATEGORY	A	B	C	D
LNAV MDA	920-1 555 (600-1)	920-1½ 555 (600-1½)	920-1¾ 555 (600-1¾)	920-2 555 (600-2)
CIRCLING	1200-1 835 (900-1)	1200-1¼ 835 (900-1¼)	1200-1½ 835 (900-1½)	1200-1¾ 835 (900-1¾)

NE-2, 17 DEC 2009 to 14 JAN 2010

## RUBER ONE ARRIVAL

NEWBURGH, NEW YORK

NEW YORK APP CON 132.75 363.1  
STEWART INTL ATIS 124.575  
SULLIVAN COUNTY INTL AWOS-3 134.025  
ORANGE COUNTY ASOS 119.275  
DUTCHESS COUNTY ATIS 126.75



VOR/DME HUO <b>116.1</b> Chan <b>108</b>	APP CRS <b>080°</b>	Rwy Idg TDZE Apt Elev	<b>3664</b> <b>360</b> <b>365</b>
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VOR RWY 8  
MONTGOMERY/ORANGE COUNTY (MGJ)



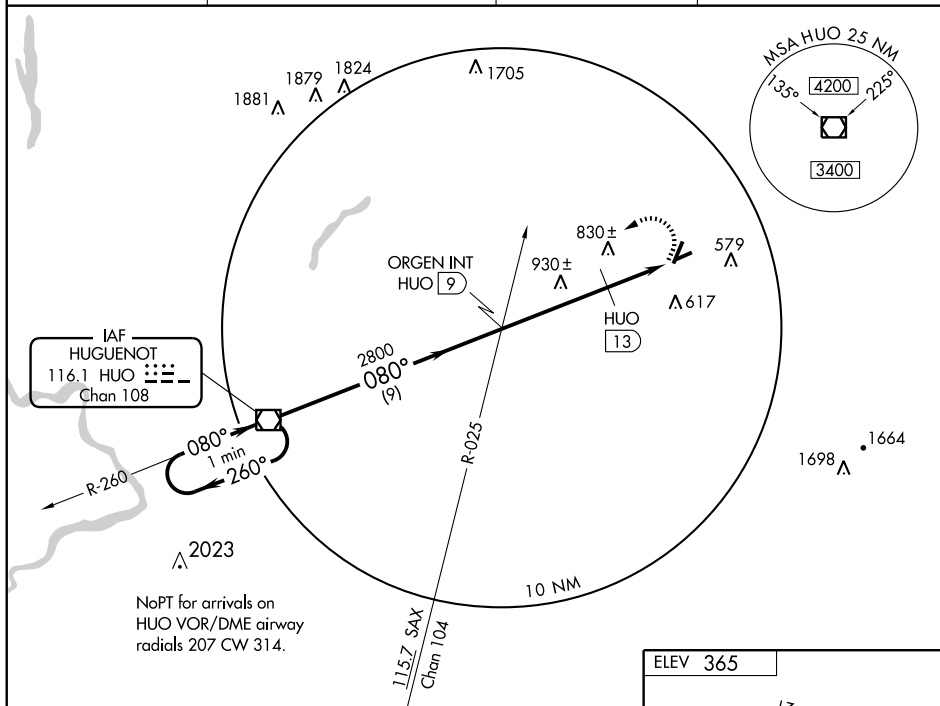
**MISSED APPROACH:** Climbing left turn to 4000 direct HUO VOR/DME and hold.

ASOS  
**119.275**

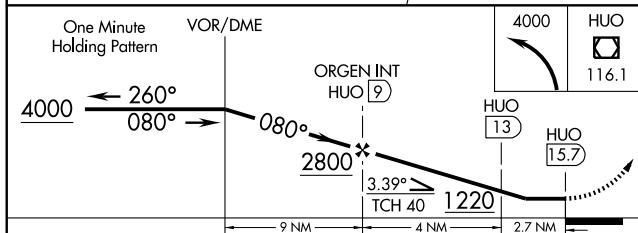
NEW YORK APP CON  
132.75 363.1

CLNC DEL  
**123.85**

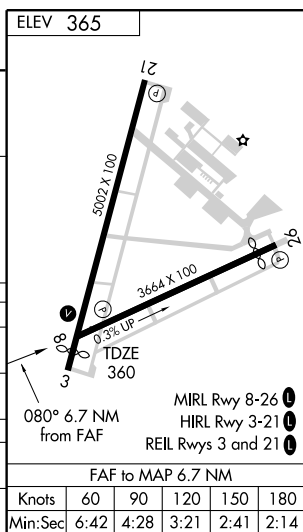
UNICOM  
122.725 (CTAF) **L**



NE-2: 17 DEC 2009 to 14 JAN 2010



CATEGORY	A	B	C	D
S-8	1220-1 860 (900-1)	1220-1¼ 860 (900-1¼)	1220-2½ 860 (900-2½)	1220-2¾ 860 (900-2¾)
CIRCLING	1220-1 855 (900-1)	1220-1¼ 855 (900-1¼)	1220-2½ 855 (900-2½)	1220-2¾ 855 (900-2¾)
DME MINIMUMS				
S-8	1160-1 800 (800-1)	1160-1¼ 800 (800-1¼)	1160-2¼ 800 (800-2¼)	1160-2½ 800 (800-2½)
CIRCLING	1200-1 835 (900-1)	1200-1¼ 835 (900-1¼)	1200-2½ 835 900-2½)	1200-2¾ 835 900-2¾)



LOC I-MSV  
109.1

APP CRS  
**155°**

Rwy Ldg	<b>5700</b>
TDZE	<b>1403</b>
Apt Elev	<b>1403</b>

ILS RWY 15

MONTICELLO / SULLIVAN COUNTY INTL (MSV)

**T** If local altimeter setting not received, use Newburgh/Stewart Intl altimeter setting and increase all DH/MDAs 160 feet.

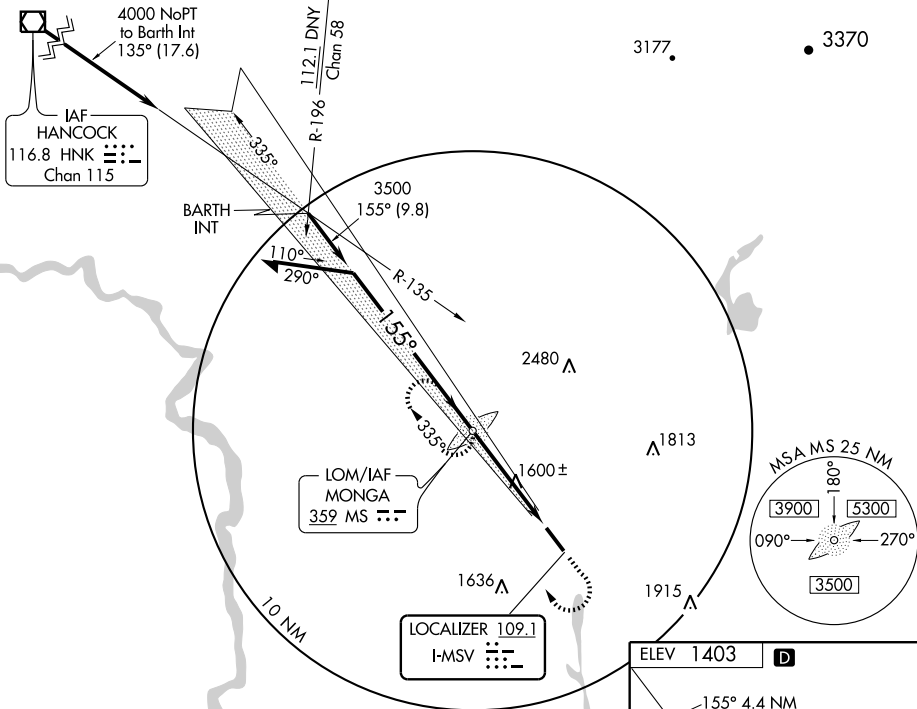
**A** NA

**MISSED APPROACH:** Climb to 2500, then climbing right turn to 4000 direct MS LOM and hold.

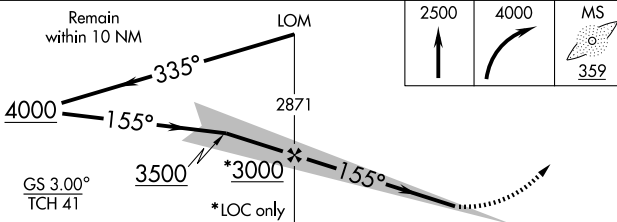
AWOS-3  
124.725

NEW YORK APP CON  
132.75 363.1

CLNC DEL  
**121.6**

UNICOM  
122.8 (CTAF) **L**

## ADF REQUIRED



CATEGORY		A	B	C	D
S-ILS 15		1653-3/4 250 (300-3/4)			
S-LOC 15		1860-1 457 (500-1)		1860-1 1/4 457 (500-1 1/4)	1860-1 1/2 457 (500-1 1/2)
CIRCLING		1900-1 497 (500-1)		1900-1 1/2 497 (500-1 1/2)	1960-2 557 (600-2)

REIL Rwy 15 and 33 **L**  
HIRL Rwy 15-33 **L**

FAF to MAP 4.4 NM

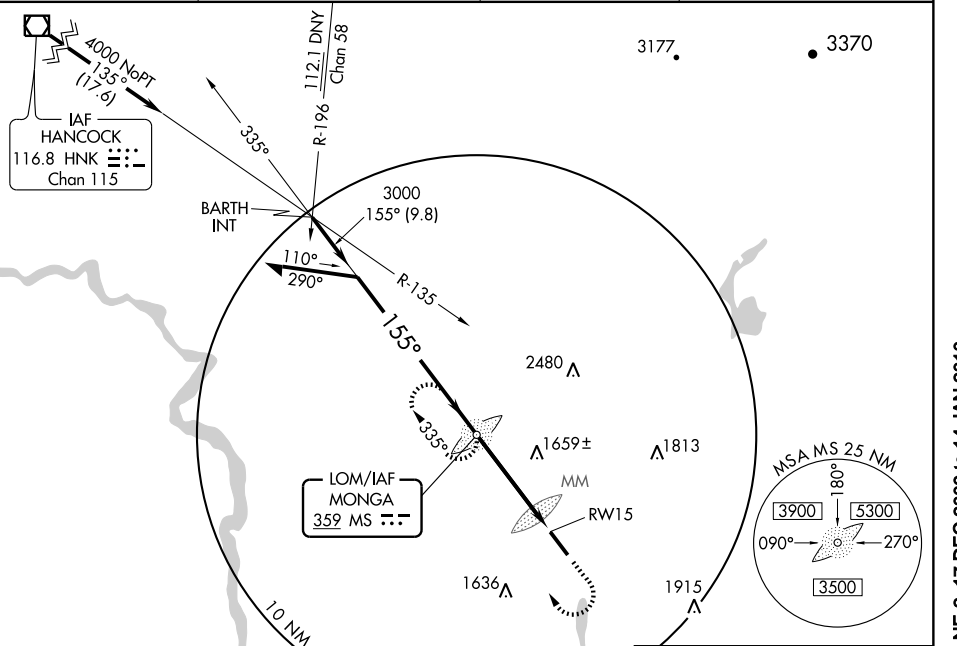
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

▼

▲ NA

MISSED APPROACH: Climb to 2500, then climbing right turn to 4000 direct MS LOM and hold.

AWOS-3 124.725	NEW YORK APP CON 132.75 363.1	CLNC DEL 121.6	UNICOM 122.8 (CTAF) 0
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Remain within 10 NM

LOM

4000

335°

155°

3000\*

VGSI and descent angles not coincident.

3.29°

TCH 55

4.4 NM

RW15

CATEGORY	A	B	C	D
S-15	1960-1	557 (600-1)	1960-1½ 557 (600-1½)	1960-1¾ 557 (600-1¾)
CIRCLING	1960-1	557 (600-1)	1960-1½ 557 (600-1½)	1960-2 557 (600-2)

ELEV 1403

155° 4.4 NM from FAF

TDZE 1403

6300 x 150

1488

0.45% UP

REIL Rwy 15 and 33

HIRL Rwy 15-33

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2, 17 DEC 2009 to 14 JAN 2010

AL-5675 (FAA)

# RNAV (GPS) RWY 33

## MONTICELLO/SULLIVAN COUNTY INTL (MSV)

**MISSED APPROACH:** Climb to 4000 direct MONGA LOM and hold.

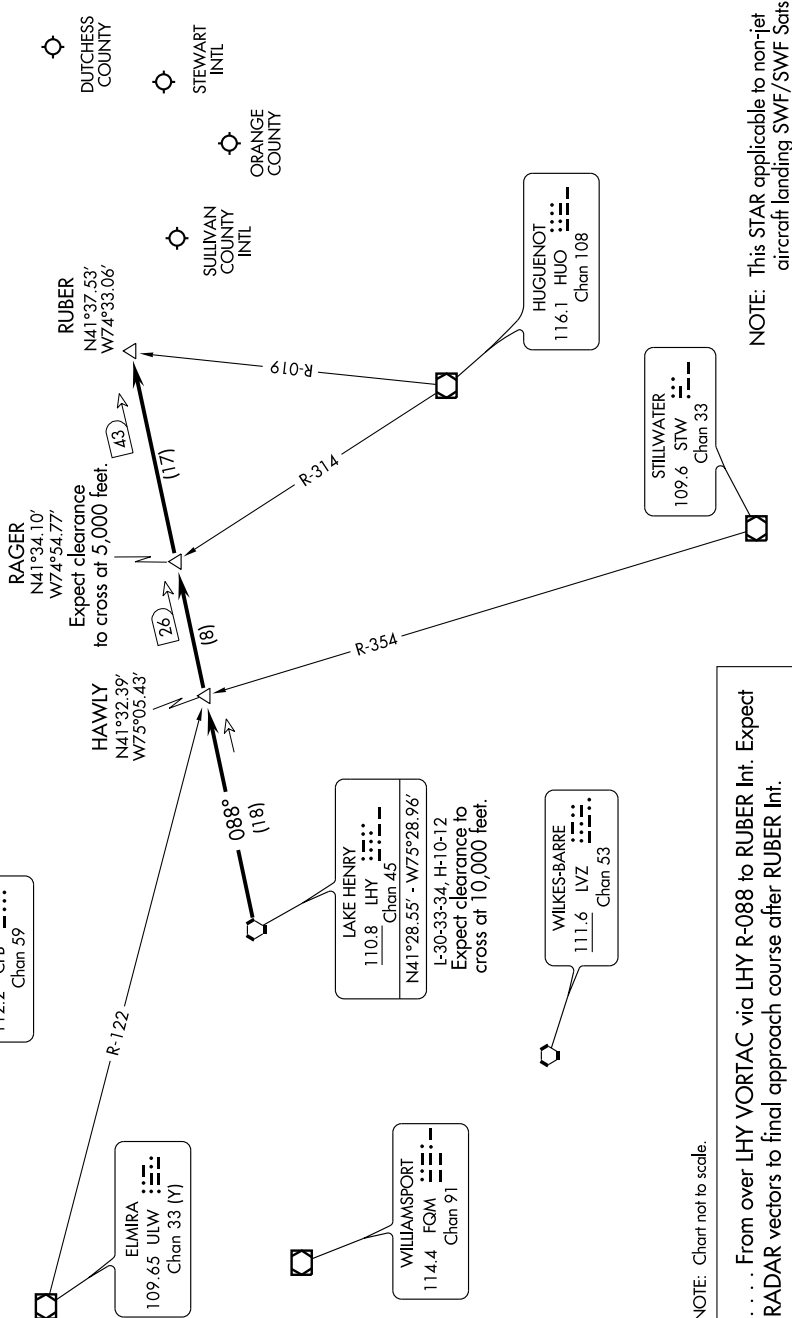
CATEGORY	A	B	C	D
RNAV MDA	1780-1 390 (400-1)			1780-1½ 390 (400-1½)
CIRCLING	1900-1 497 (500-1)		1900-1½ 497 (500-1½)	1960-2 557 (600-2)

NE-2. 17 DEC 2009 to 14 JAN 2010

## RUBER ONE ARRIVAL

NEWBURGH, NEW YORK

NEW YORK APP CON 132.75 363.1  
 STEWART INTL ATIS 124.575  
 SULLIVAN COUNTY INTL AWOS-3 134.025  
 ORANGE COUNTY ASOS 119.275  
 DUTCHESS COUNTY ATIS 126.75



NOTE: Chart not to scale.

... From over LHY VORTAC via LHY R-088 to RUBER Int. Expect  
 RADAR vectors to final approach course after RUBER Int.

▼

▲ NA

If local altimeter setting not received, use Newburgh/Stewart Intl altimeter setting and increase all MDAs 160 feet.

MISSED APPROACH: Climb to 4000 direct MS LOM and hold.

AWOS-3 124.725	NEW YORK APP CON 132.75 363.1	CLNC DEL 121.6	UNICOM 122.8 (CTAF) 0
-------------------	----------------------------------	-------------------	--------------------------

ELEV 1403 D

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A		B		C	D
	S-33	1980-1 590 (600-1)			1980-1½ 590 (600-1½)	1980-1¾ 590 (600-1¾)
CIRCLING		1980-1 577 (600-1)			1980-1½ 577 (600-1½)	1980-2 577 (600-2)

NE-2, 17 DEC 2009 to 14 JAN 2010





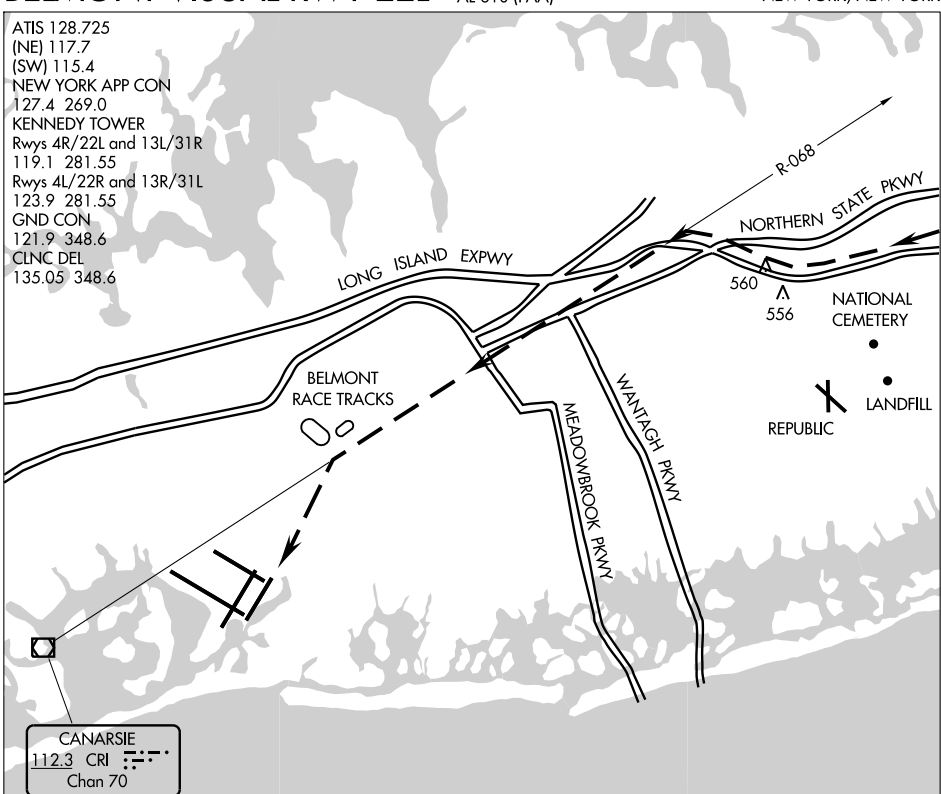
# BELMONT VISUAL RWY 22L

AL-610 (FAA)

NEW YORK/JOHN F. KENNEDY INTL (JFK)

NEW YORK, NEW YORK

ATIS 128.725  
(NE) 117.7  
(SW) 115.4  
NEW YORK APP CON  
127.4 269.0  
KENNEDY TOWER  
Rwys 4R/22L and 13L/31R  
119.1 281.55  
Rwys 4L/22R and 13R/31L  
123.9 281.55  
GND CON  
121.9 348.6  
CLNC DEL  
135.05 348.6



## RADAR REQUIRED

Weather minimums: 3500 feet ceiling and 5 mile visibility.

NM	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
----	---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----

## BELMONT VISUAL RUNWAY 22L

When cleared for the Belmont Visual Approach to Runway 22L, follow the Long Island Expressway westbound until intercepting CRI R-068 at 3000'. Navigate on CRI R-068 till abeam Belmont Race Track at 1600'. Remain east of Belmont Race Track and proceed direct to JFK Runway 22L.

## BETTE THREE DEPARTURE

SL-610 (FAA)

NEW YORK, NEW YORK

ATIS DEP 115.1 128.725  
CLNC DEL  
135.05 348.6  
NEW YORK DEP CON  
135.9 353.750

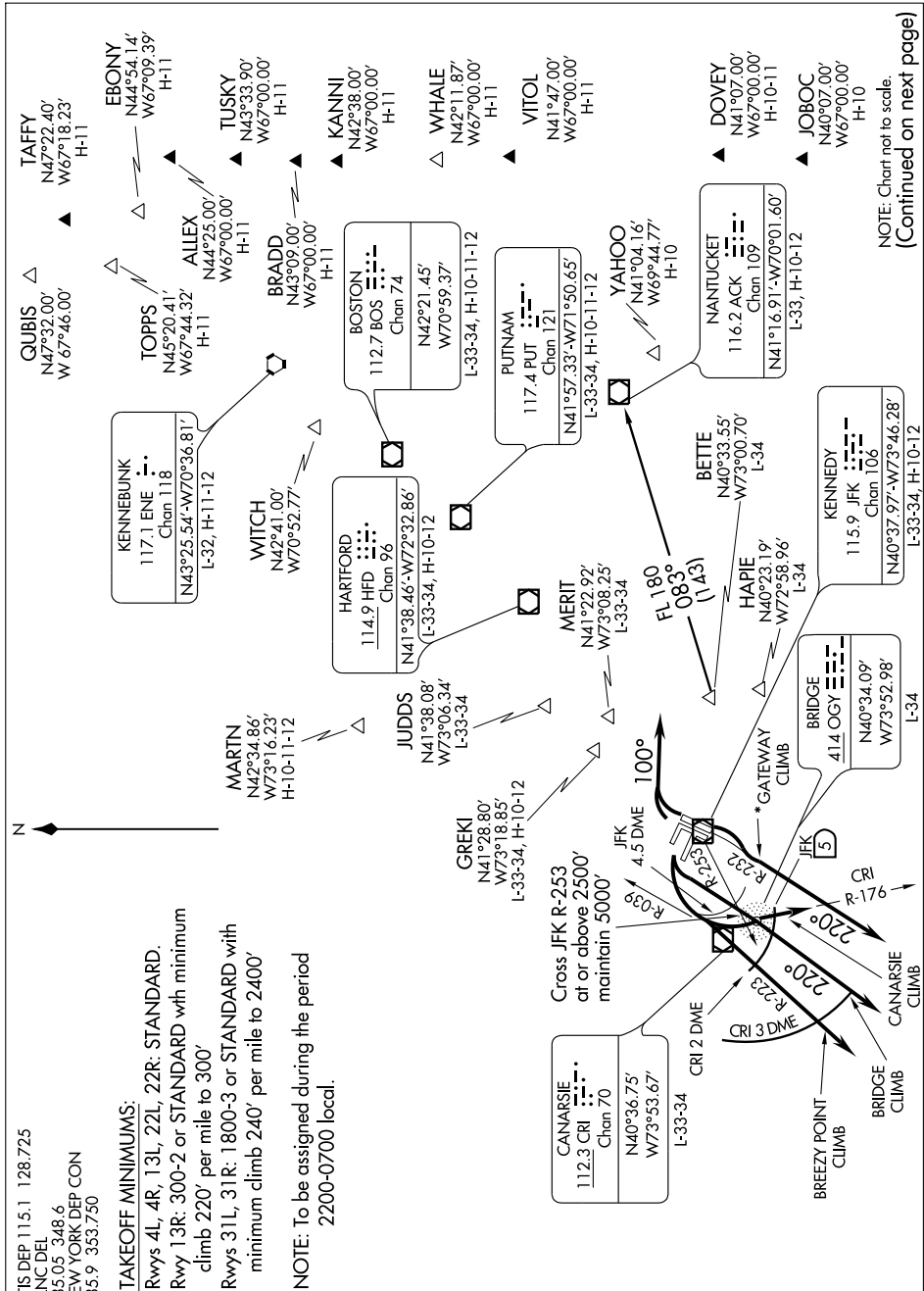
### TAKEOFF MINIMUMS:

Rwys 4L, 4R, 13L, 22L, 22R, 22R: STANDARD.

Rwy 13R: 300-2 or STANDARD with minimum climb 220' per mile to 300'

Rwys 31L, 31R: 1800-3 or STANDARD with minimum climb 240' per mile to 2400'

\*NOTE: To be assigned during the period 2200-0700 local.



NOTE: Chart not to scale.

(Continued on next page)

NE-2. 17 DEC 2009 to 14 JAN 2010



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.

TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.

TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet.

\* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.

TAKE-OFF RUNWAYS 31L/R:

BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

NANTUCKET TRANSITION (BETTE3.ACK): From over BETTE INT to ACK VOR/DME.

BETTE: Via radar vectors to BETTE direct ACK VOR/DME. Expect clearance to filed altitude/flight level ten minutes after departure.

\* NOTE: To be assigned during the period 2200-0700 local.

NOTE: RNAV equipped aircraft only.

NOTE: North American Route (NAR) aircraft only.

NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerlines. Cross DER at or above 35' AGL/47' MSL.

Rwy 4R, cross DER at or above 21' AGL/33' MSL.

Rwy 13L, cross DER at or above 3' AGL/15' MSL.

Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.

# CAMRN FOUR ARRIVAL

NEW YORK, NEW YORK

NEW YORK APP CON

127.4 269.0

KENNEDY INTL ATIS ARR 128.725

(NE) 117.7 (SW) 115.4

REPUBLIC ATIS

126.65

DEER PARK  
117.7 DPK  
Chan 124

REPUBLIC

JOHN F. KENNEDY INTL

ROBBINSVILLE  
113.8 RBV  
Chan 85

R-121

R-143

COYLE  
113.4 CYN  
Chan 81

ATLANTIC CITY  
108.6 ACY  
Chan 23

SEA ISLE  
114.8 SIE  
Chan 95

L-34, H-10-12

R-135

R-162

R-124

BOTON  
N39°24.87'  
W74°27.29'

PANZE  
N39°40.56'  
W74°10.09'

KARRS  
N39°50.45'  
W73°59.16'

HOGGS  
N39°34.97'-W74°16.24'  
TURBOJET VERTICAL NAVIGATION  
PLANNING INFORMATION  
Expect to cross at FL 180  
or lowest usable Flight Level.

CAMRN  
N40°01.04'-W73°51.66'  
TURBOJET VERTICAL NAVIGATION  
PLANNING INFORMATION  
Expect clearance to cross at 11,000'  
and 250 Kts.

Note: STAR applicable to Turbojet  
aircraft only.

NOTE: Chart not to scale.

From over SIE VORTAC via SIE R-049 and DPK R-221 to CAMRN INT. Expect radar  
vectors to final approach fix in use.

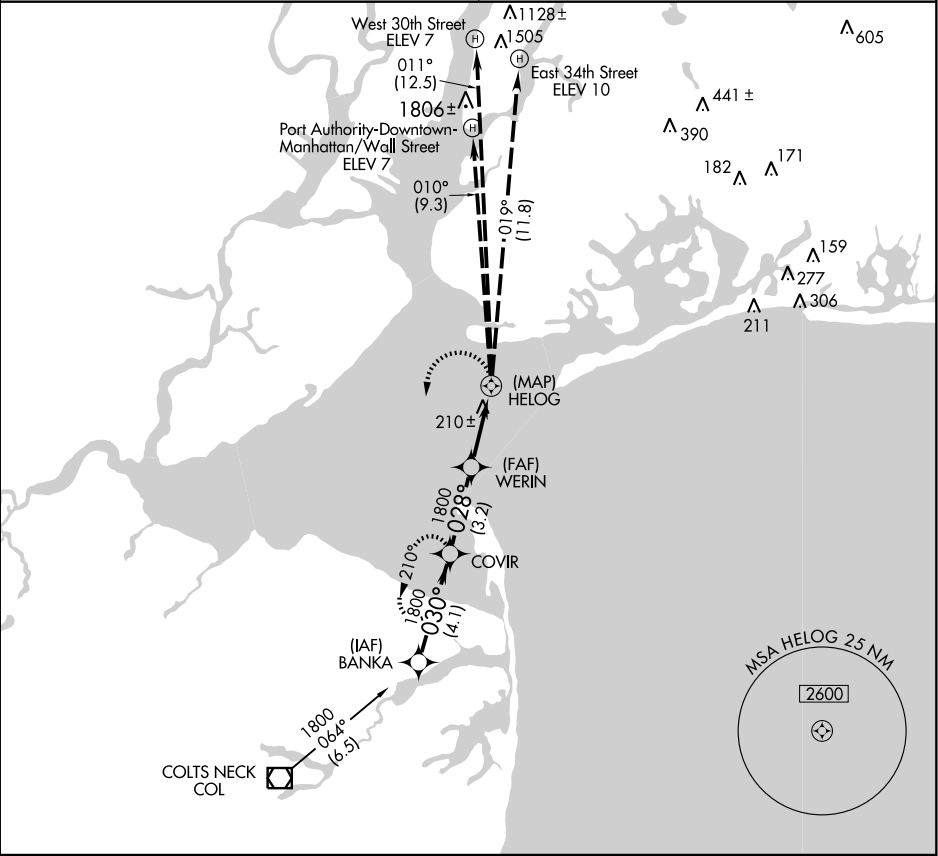
APP CRS <b>028°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>N/A</b>
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# COPTER RNAV (GPS) 028°

NEW YORK/ JOHN F. KENNEDY INTL (JFK)

<b>NA</b> Proceed VFR from HELOG WP or conduct the specified missed approach. Limit final and missed approach airspeed to 70 KIAS. Use John F. Kennedy Intl altimeter setting.	<b>MISSED APPROACH:</b> Climbing left turn to 1800 direct COVIR WP and hold.
--	---

ARR <b>128.725</b>				ATIS	NEW YORK APP CON <b>127.4 269.0</b>	
ARR-NE <b>117.7</b>				ARR-SW <b>115.4</b>	DEP <b>115.1</b>	



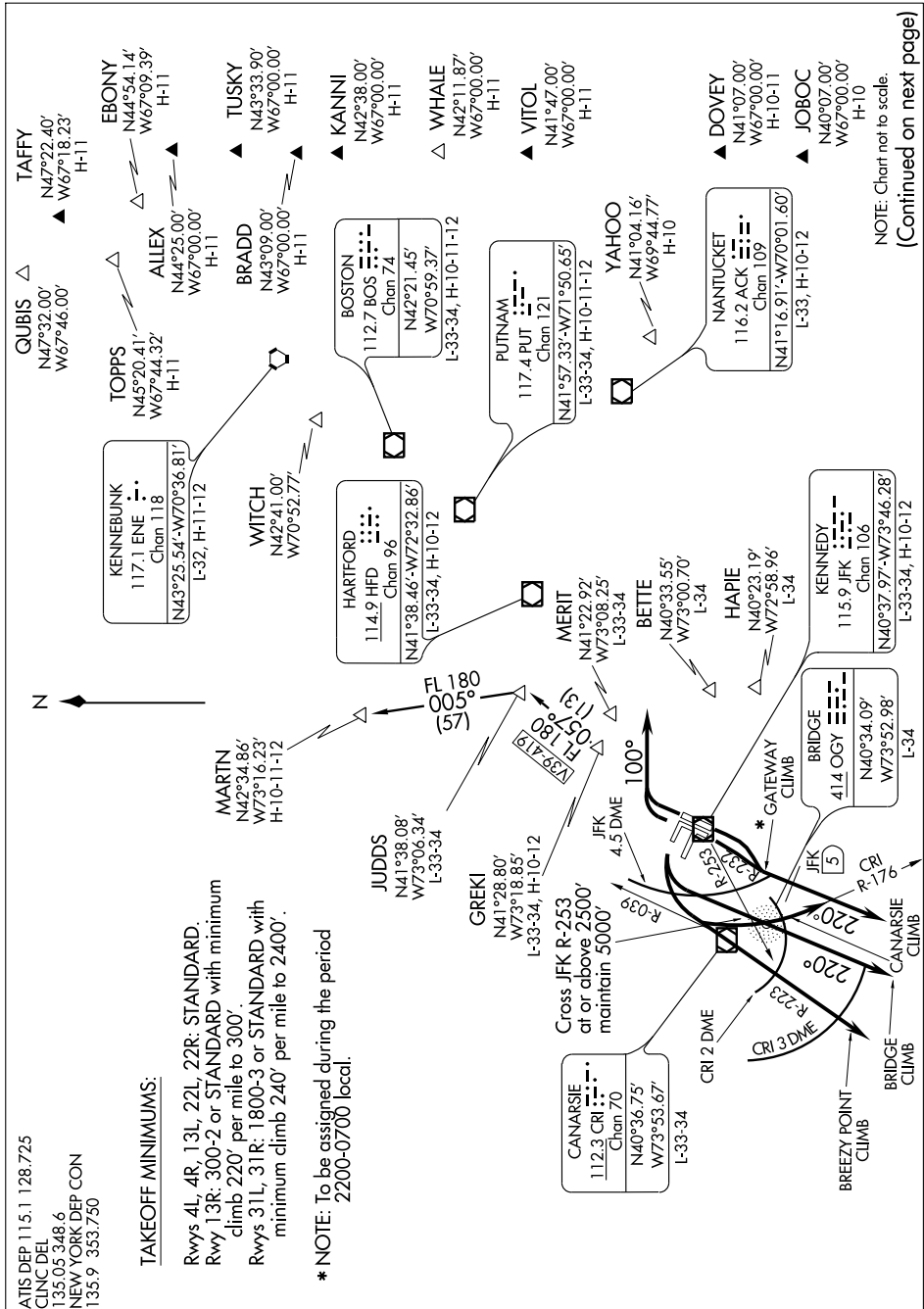
BANKA				COVIR		WERIN		(MAP) HELOG	
1800				1800		1800		1800	
Procedure Turn NA				030°		028°		028°	
4.1 NM				3.2 NM		3 NM		Proceed VFR	
CATEGORY				COPTER		H-028°		500-¾ 467 (500-¾)	

ATIS DEP 115.1 128.725  
CLNC DEL  
135.05 348.6  
NEW YORK DEP CON  
135.9 353.750

### TAKEOFF MINIMUMS:

Rwys 4L, 4R, 13L, 22L, 22R: STANDARD.  
Rwy 13R: 300-2 or STANDARD with minimum  
climb 220' per mile to 300'.  
Rwys 31L, 31R: 1800-3 or STANDARD with  
minimum climb 240' per mile to 2400'.

\* NOTE: To be assigned during the period 2200-0700 local.



NOTE: Chart not to scale.

(Continued on next page)

NE-2. 17 DEC 2009 to 14 JAN 2010

## GREKI THREE DEPARTURE

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.

TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.

TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet,

\* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.

TAKE-OFF RUNWAYS 31L/R:

BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

MARTN TRANSITION (GREKI3.MARTN): From over GREKI INT to JUDDS INT, then to MARTN INT.

GREKI: Via radar vectors to GREKI direct JUDDS direct MARTN. Expect clearance to filed altitude/flight level ten minutes after departure.

\* NOTE: To be assigned during the period 2200-0700 local.

NOTE: RNAV equipped aircraft only.

NOTE: North American Route (NAR) aircraft only.

NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerline. Cross DER at or above 35' AGL/47' MSL.

Rwy 4R, cross DER at or above 21' AGL/33' MSL.

Rwy 13L, cross DER at or above 3' AGL/15' MSL.

Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.



NE-2 17 DEC 2009 to 14 JAN 2010

NOTE: Chart not to scale.  
(Continued on next page)

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.

TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.

TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet.

\* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.

TAKE-OFF RUNWAYS 31L/R:

BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

YAHOO TRANSITION (HAPIE3.YAHOO): From over HAPIE INT to YAHOO INT.

HAPIE: Via radar vectors to HAPIE direct YAHOO INT. Expect clearance to filed altitude/flight level ten minutes after departure.

\* NOTE: To be assigned during the period 2200-0700 local.

NOTE: RNAV equipped aircraft only.

NOTE: North American Route (NAR) aircraft only.

NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerline. Cross DER at or above 35' AGL/47' MSL.

Rwy 4R, cross DER at or above 21' AGL/33' MSL.

Rwy 13L, cross DER at or above 3' AGL/15' MSL.

Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.

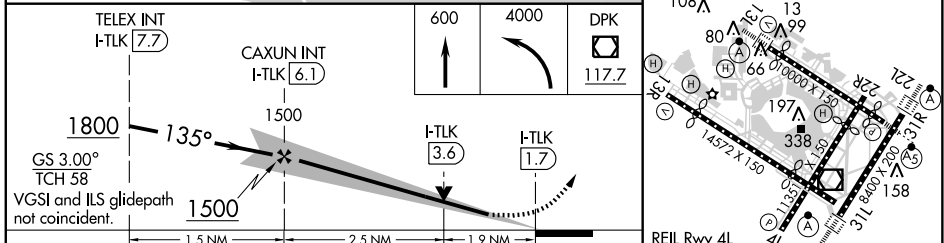
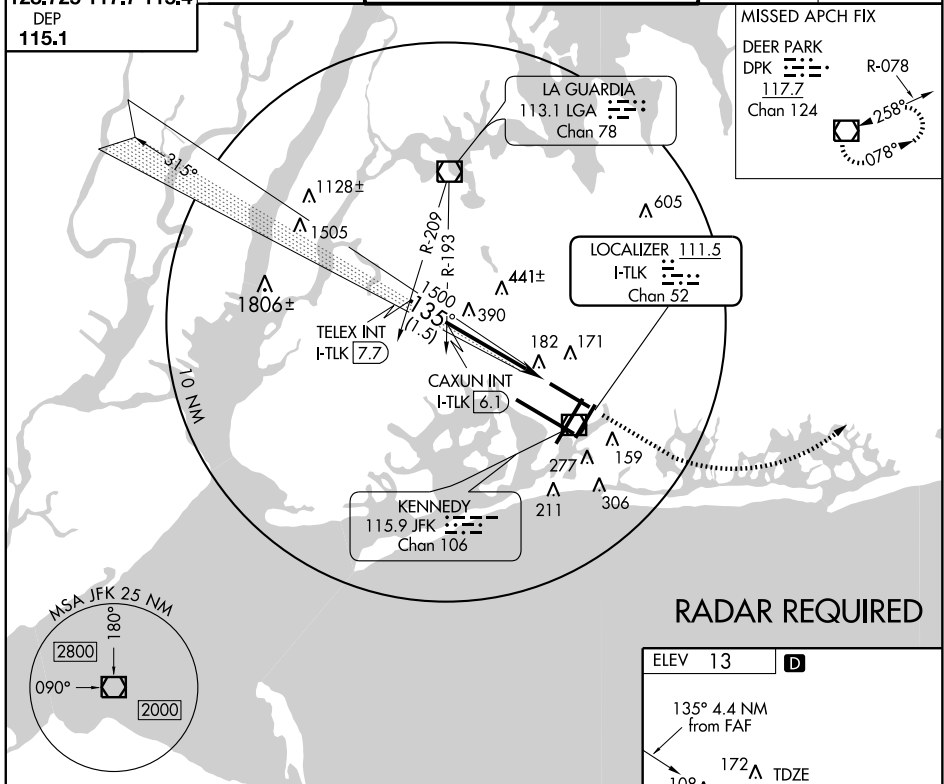
LOC/DME I-TLK <b>111.5</b> Chan <b>52</b>	APP CRS <b>135°</b>	Rwy Idg <b>9095</b> TDZE <b>13</b> Apt Elev <b>13</b>
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# ILS or LOC RWY 13L

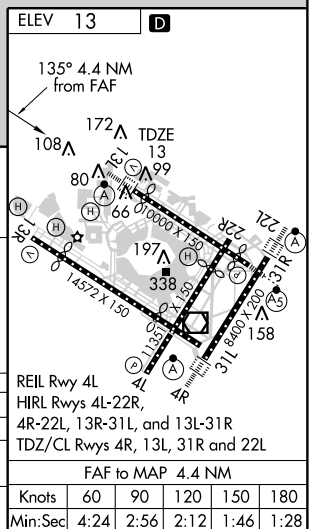
NEW YORK / JOHN F. KENNEDY INTL (JFK)

 	ALSIF-2 	MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct to DPK VOR/DME and hold.
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ATIS ARR (NE) (SW) <b>128.725 117.7 115.4</b> DEP <b>115.1</b>	NEW YORK APP CON <b>127.4 269.0</b>	KENNEDY TOWER Rwys 4R/22L and 13L/31R <b>119.1 281.55</b> Rwys 4L/22R and 13R/31L <b>123.9 281.55</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>135.05 348.6</b>
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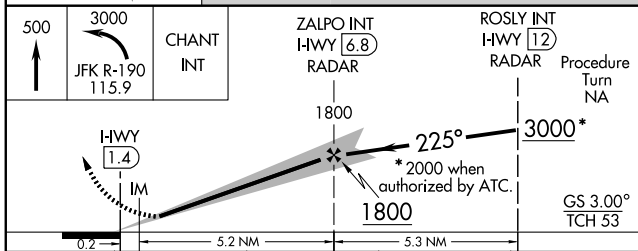
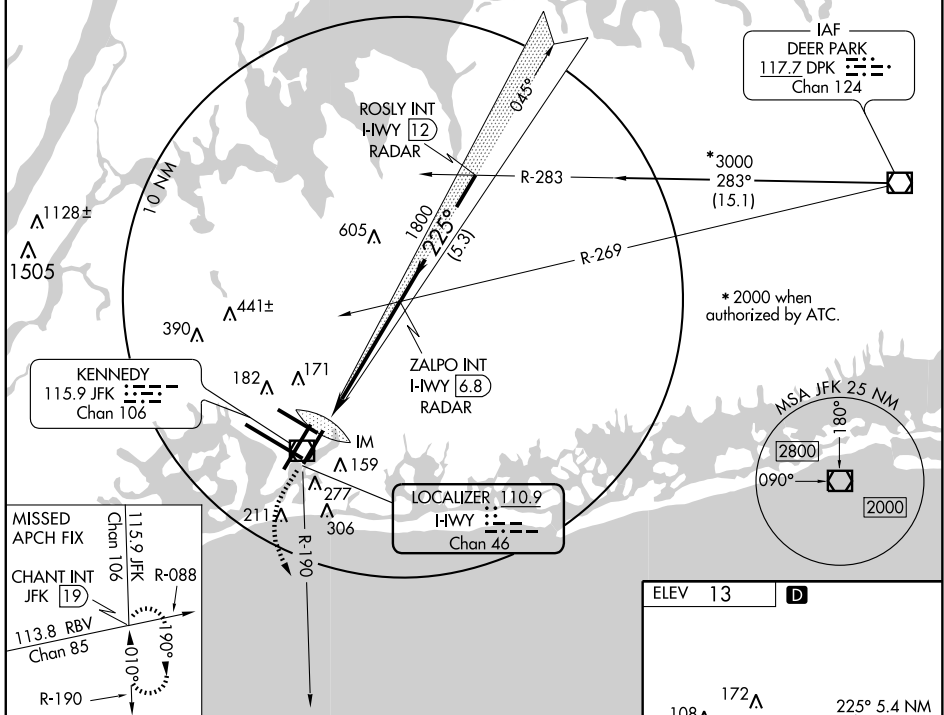
CATEGORY	A	B	C	D
S-ILS 13L	218/18 205 (300-1/2)			
S-LOC 13L	680/24 667 (700-1/2)	680/60 667 (700-1 1/4)	680-1 1/2 667 (700-1 1/2)	
CIRCLING	680-1 667 (700-1)	680-1 3/4 667 (700-1 3/4)	680-2 667 (700-2)	



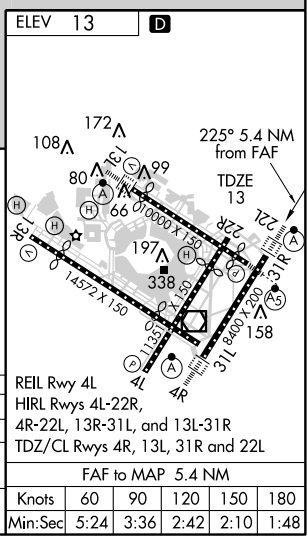
LOC/DME I-HWY <b>110.9</b> Chan <b>46</b>	APP CRS <b>225°</b>	Rwy Idg <b>8400</b> TDZE <b>13</b> Apt Elev <b>13</b>
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ILS or LOC RWY 22L  
NEW YORK / JOHN F. KENNEDY INTL (JFK)

 	ALSF-2 	MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via JFK R-190 to CHANT Int/19 DME and hold.
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[illegible]

CATEGORY	A	B	C	D
S-ILS 22L		213/18	200 (200-½)	
S-LOC 22L	460/24 447 (500-½)		460/40 447 (500-¾)	460/50 447 (500-1)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)



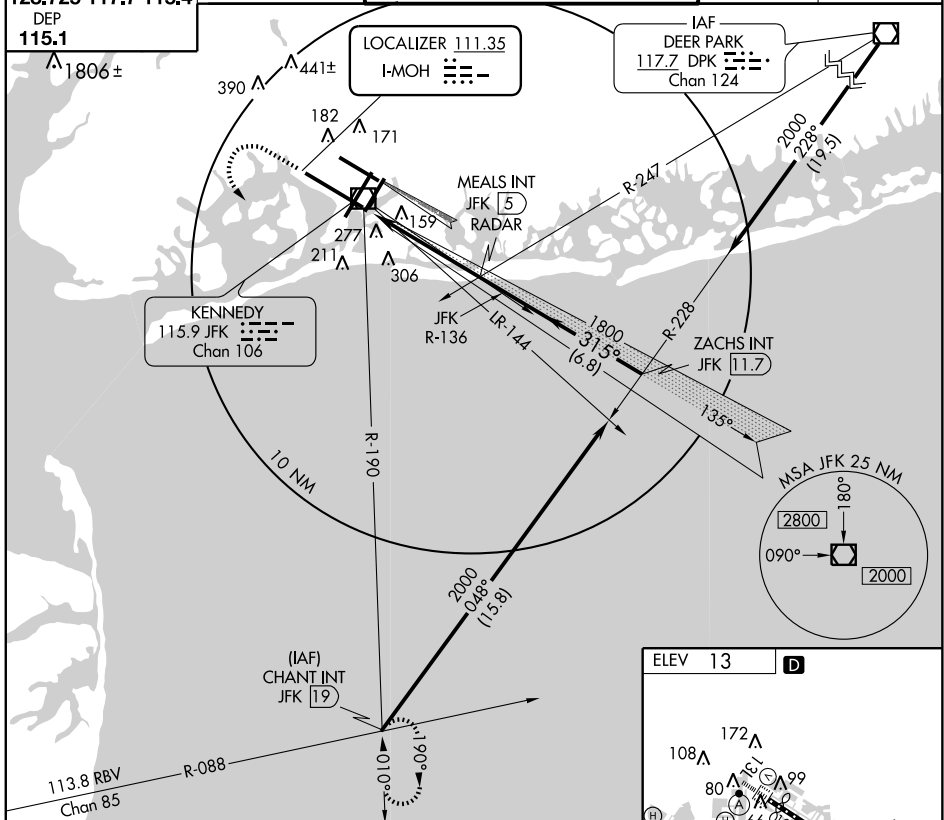
LOC I-MOH	APP CRS	Rwy Idg	<b>11248</b>
<b>111.35</b>	<b>315°</b>	TDZE	<b>13</b>
		Apt Elev	<b>13</b>

# ILS or LOC RWY 31L

NEW YORK / JOHN F. KENNEDY INTL (JFK)

<b>Simultaneous approach authorized with Rwy 31R.</b> <b>DME from JFK VOR/DME.</b> <b>LOC procedure NA during simultaneous operations.</b>	<b>MISSED APPROACH:</b> Climb to 500 then climbing left turn to 1000 until intercepting JFK R-190, then climb to 3000 via JFK R-190 to CHANT Int/JFK 19 DME and hold.
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<b>ATIS</b> <b>ARR (NE) (SW)</b> <b>128.725 117.7 115.4</b> <b>DEP</b> <b>115.1</b>	<b>NEW YORK APP CON</b> <b>127.4 269.0</b>	<b>KENNEDY TOWER</b> <b>Rwys 4R/22L and 13L/31R 119.1 281.55</b> <b>Rwys 4L/22R and 13R/31L 123.9 281.55</b>	<b>GND CON</b> <b>121.9 348.6</b>	<b>CLNC DEL</b> <b>135.05 348.6</b>
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<b>500</b> <b>1000</b> <b>3000</b> <b>JFK R-190 115.9</b> <b>CHANT INT</b> <b>MEALS INT JFK 5 RADAR</b> <b>ZACHS INT JFK 11.7</b> <b>2000</b> <b>Procedure Turn NA</b> <b>GS 3.00°</b> <b>TCH 48</b>	<b>113.8 RBV</b> <b>Chan 85</b> <b>R-088</b> <b>1010°</b> <b>306°</b> <b>1800</b> <b>315°</b> <b>1800</b> <b>5.4 NM</b> <b>6.8 NM</b>
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CATEGORY	A	B	C	D
S-ILS 31L		213/40	200 (200-3/4)	
S-LOC 31L	440/50	427 (500-1)	440/60 427 (500-1 1/4)	440-1 1/2 427 (500-1 1/2)
CIRCLING	640-1	627 (700-1)	640-1 3/4 627 (700-1 3/4)	640-2 627 (700-2)

<b>TDZ/CL Rwys 4R, 13L, 31R and 22L</b> <b>REIL Rwy 4L</b> <b>HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R</b> <b>FAF to MAP 5.4 NM</b>	<b>Knots</b> <b>60 90 120 150 180</b> <b>Min:Sec</b> <b>5:24 3:36 2:42 2:10 1:48</b>
--	---

LOC/DME I-RTH <b>111.5</b> Chan <b>52</b>	APP CRS <b>315°</b>	Rwy Idg <b>8970</b> TDZE <b>13</b> Apt Elev <b>13</b>
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ILS or LOC RWY 31R  
NEW YORK / JOHN F. KENNEDY INTL (JFK)

<b>T</b>	Simultaneous approach authorized with Rwy 31L.
<b>A</b>	LOC procedure NA during simultaneous operations.

MALSR

**MISSED APPROACH:** Climb to 1800 then climbing left turn to 2000 direct CRI VOR/DME then climb to 4000 via CRI VOR/DME R-225 to COL VOR/DME and hold.

	ARR	ATIS (NE)	(SW)
	<b>128.725</b>	<b>117.7</b>	<b>115.4</b>
	DEP		
	<b>115.1</b>		


NEW YORK APP CON	
127.4	269.0

KENNEDY TOWER			
Rwys 4R/22L and 13L/31R	119.1	281.55	
Rwys 4L/22R and 13R/31L	123.9	281.55	

GND CON  
21.9 348.

CLNC DEL


## RADAR REQUIRED

DEER PARK  
117.7 DPK   
Chan 124

LOCALIZER 111.5  
I-RTM  
Chn 52

ZULAB INT  
I-RTM 53

KENNEDY  
15.9 JFK  
Chan 106

112.3 CRI  Chan 70

MSA JFK 25 NM

2000

ALTERNATE MISSED  
APCH FIX

1800 ↑	2000 ↖	CRI ☐ 112.3	4000 ↑ CRI R-225	COL ☐ 115.4
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MALDE INT CATOD INT  
I-RTH 11.6


Procedure  
Turn NA

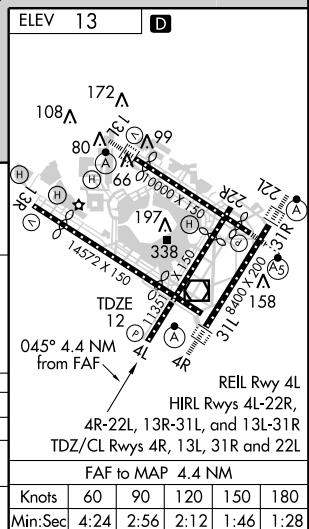
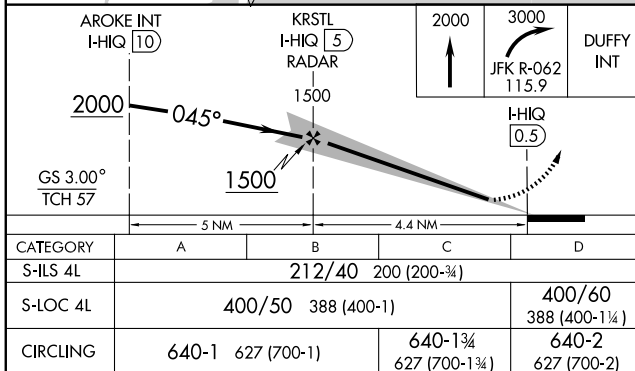
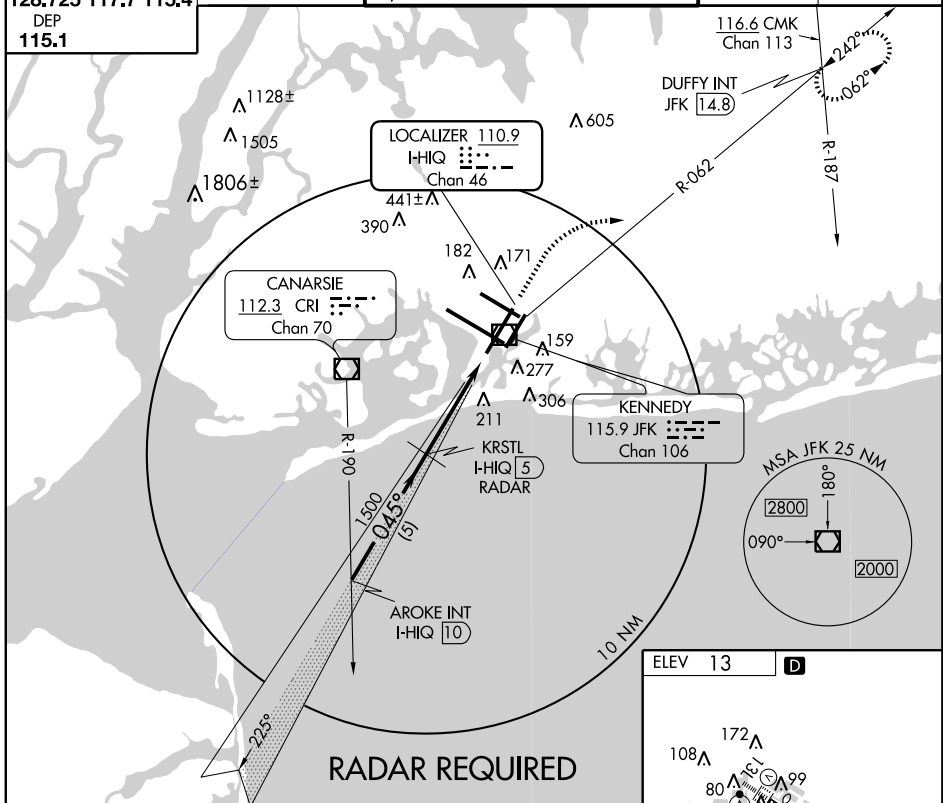
CATEGORY	A	B	C	D
S-ILS 31R	213/18		200 (200-½)	
S-LOC 31R	440/24 427 (500-½)		440/40 427 (500-¾)	440/50 427 (500-1)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

LOC/DME I-HIQ <u>110.9</u> Chan <b>46</b>	APP CRS <b>045°</b>	Rwy Idg <b>11351</b> TDZE <b>12</b> Apt Elev <b>13</b>
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## ILS RWY 4L

NEW YORK / JOHN F. KENNEDY INTL (JFK)




 Radar or DME Required for S-LOC 4L				MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via JFK R-062 to DUFFY Int/JFK 14.8 DME and hold.			
ATIS (NE) (SW)		NEW YORK APP CON		KENNEDY TOWER Rwy's 4R/22L and 13L/31R Rwy's 4L/22R and 13R/31L		GND CON CLNC DEL	
128.725 117.7 115.4		127.4 269.0		119.1 281.55 123.9 281.55		121.9 348.6 135.05 348.6	



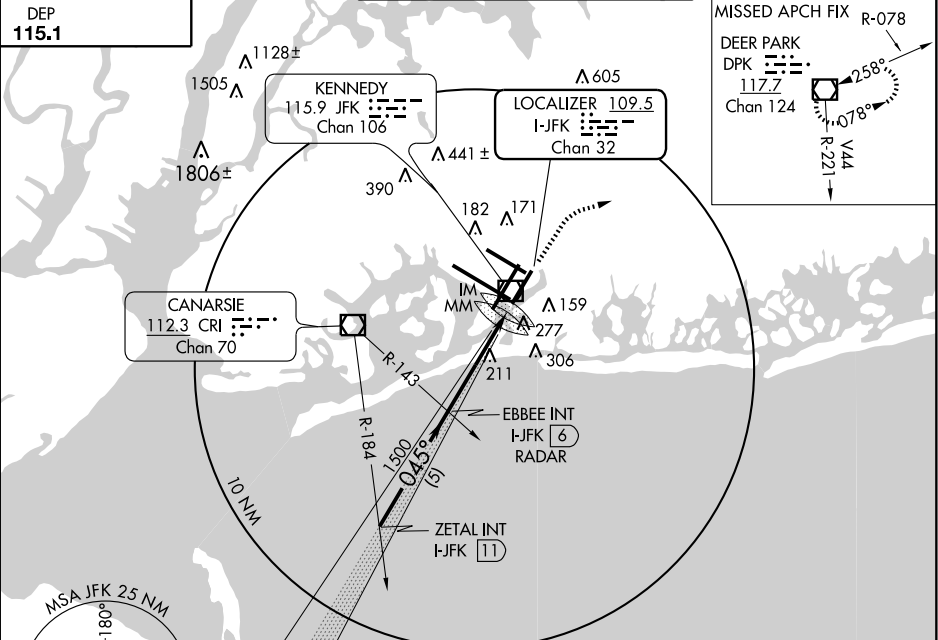
LOC/DME I-JFK <b>109.5</b> Chan <b>32</b>	APP CRS <b>045°</b>	Rwy Idg <b>8400</b> TDZE <b>13</b> Apt Elev <b>13</b>
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ILS RWY 4R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

 	ALSF-2 	MISSED APPROACH: Climb to 800 then climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.
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ATIS ARR (NE) (SW) <b>128.725 117.7 115.4</b> DEP <b>115.1</b>	NEW YORK APP CON <b>127.4 269.0</b>	KENNEDY TOWER Rwys 4R/22L and 13L/31R <b>119.1 281.55</b> Rwys 4L/22R and 13R/31L <b>123.9 281.55</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>135.05 348.6</b>
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**RADAR REQUIRED**

**RADAR REQUIRED**



CATEGORY	A	B	C	D
S-ILS 4R	213/18	200 (200-½)		
S-LOC 4R	540/24	527 (600-½)	540/50 527 (600-1)	540/60 527 (600-1¼)
CIRCLING	640-1	627 (700-1)	640-1 ¾ 627 (700-1¾)	640-2 627 (700-2)

**RADAR REQUIRED**

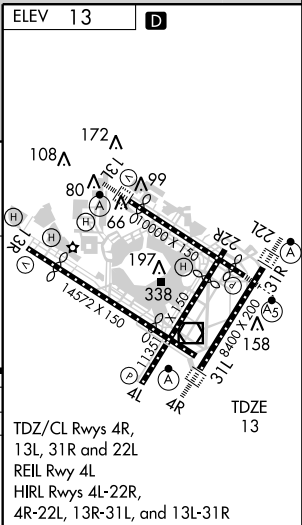
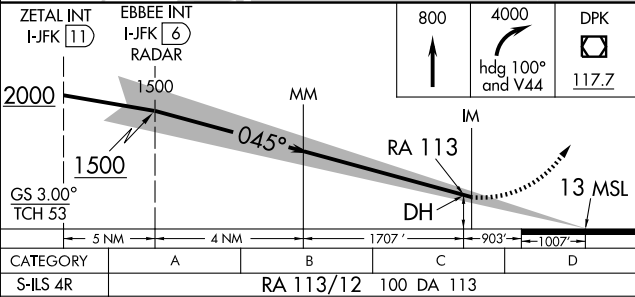
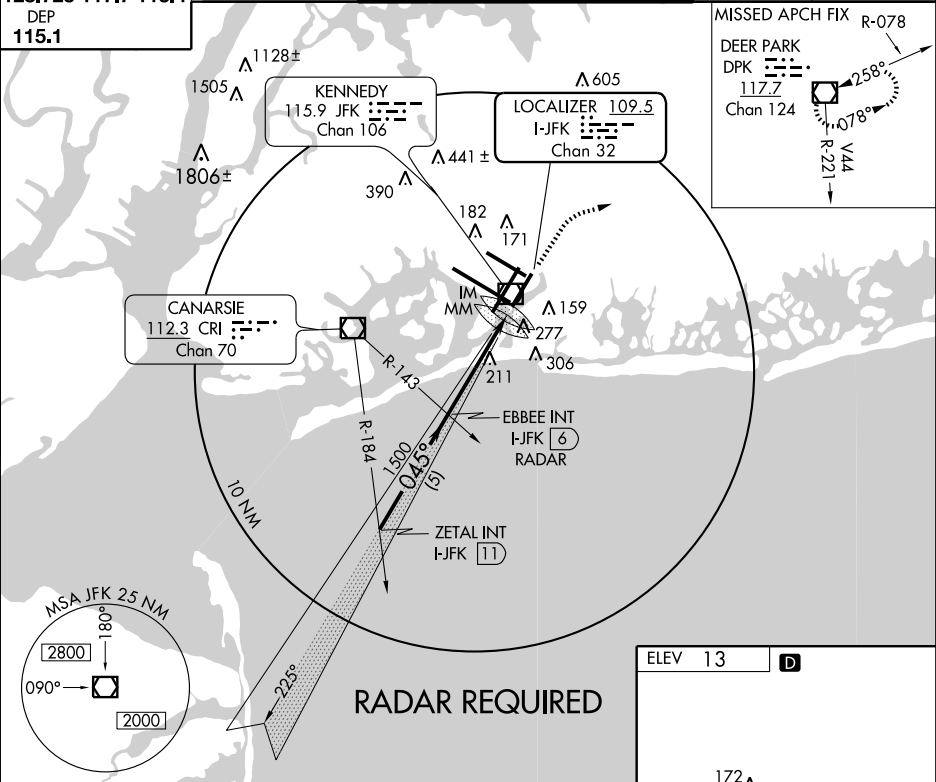


LOC/DME I-JFK <b>109.5</b> Chan <b>32</b>	APP CRS <b>045°</b>	Rwy Idg <b>8400</b> TDZE <b>13</b> Apt Elev <b>13</b>
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**ILS RWY 4R (CAT II)**  
NEW YORK / JOHN F. KENNEDY INTL (JFK)

	ALSF-2 	MISSED APPROACH: Climb to 800 then climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.
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ATIS ARR (NE) (SW) <b>128.725 117.7 115.4</b> DEP <b>115.1</b>	NEW YORK APP CON <b>127.4 269.0</b>	KENNEDY TOWER Rwys 4R/22L and 13L/31R <b>119.1 281.55</b> Rwys 4L/22R and 13R/31L <b>123.9 281.55</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>135.05 348.6</b>
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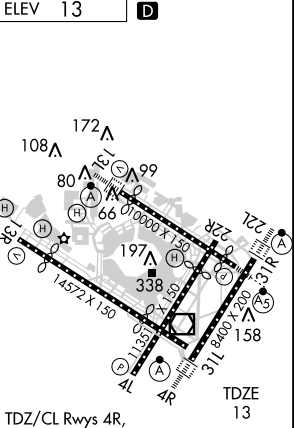
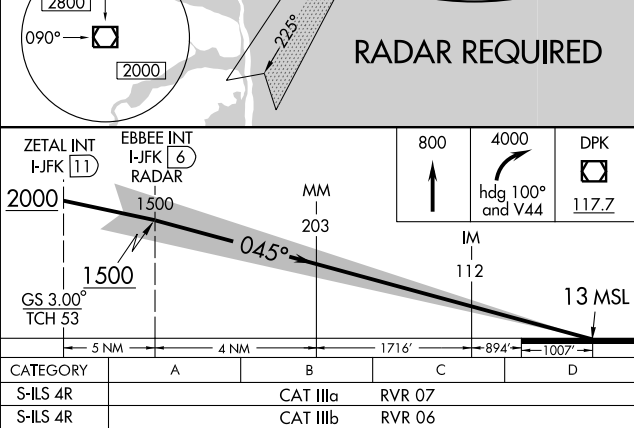
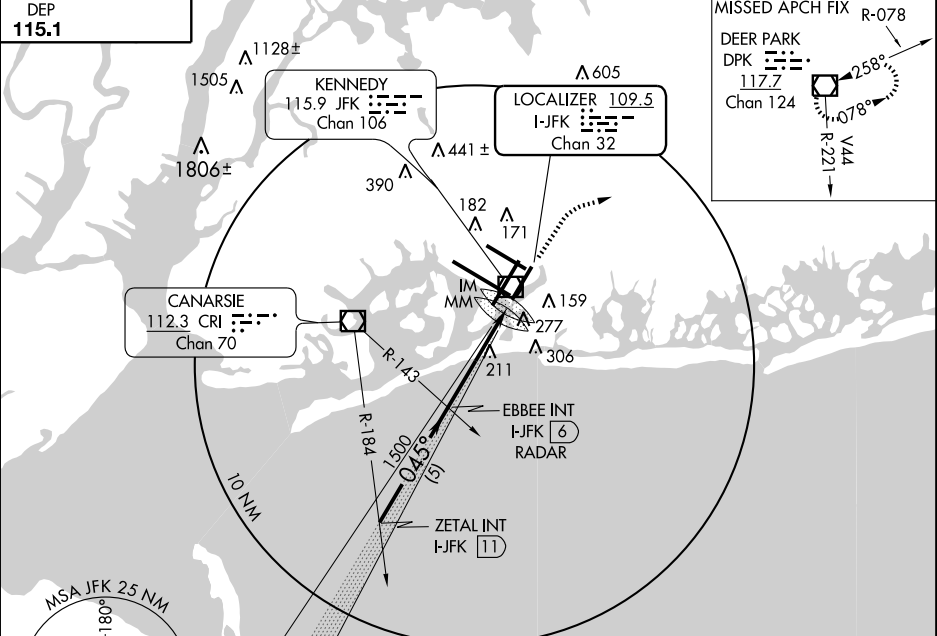
**CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**

LOC/DME I-JFK	APP CRS	Rwy Idg
<b>109.5</b>	<b>045°</b>	<b>8400</b>
Chan <b>32</b>		TDZE <b>13</b>
		Apt Elev <b>13</b>

**ILS RWY 4R (CAT III)**  
NEW YORK / JOHN F. KENNEDY INTL (JFK)

 	ALSF-2 	MISSED APPROACH: Climb to 800 then climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.
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ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW)	<b>127.4 269.0</b>	Rwys 4R/22L and 13L/31R <b>119.1 281.55</b>	<b>121.9 348.6</b>	<b>135.05 348.6</b>
DEP		Rwys 4L/22R and 13R/31L <b>123.9 281.55</b>		
<b>115.1</b>				



**CATEGORY III ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**

TDZ/CL Rwys 4R,  
13L, 31R and 22L  
REIL Rwy 4L  
HIRL Rwys 4L-22R,  
4R-22L, 13R-31L, and 13L-31R

AL-610 (FAA)

LOC/DME I-TLK <u>111.5</u> Chan <b>52</b>	APP CRS <b>135°</b>	Rwy Idg <b>9095</b> TDZE <b>13</b> Apt Elev <b>13</b>
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ILS RWY 13L (CAT II)

NEW YORK / JOHN F. KENNEDY INTL (JFK)



ALSF-2



**MISSED APPROACH:** Climb to 600 then climbing left turn to 4000 direct to DPK VOR/DME and hold.

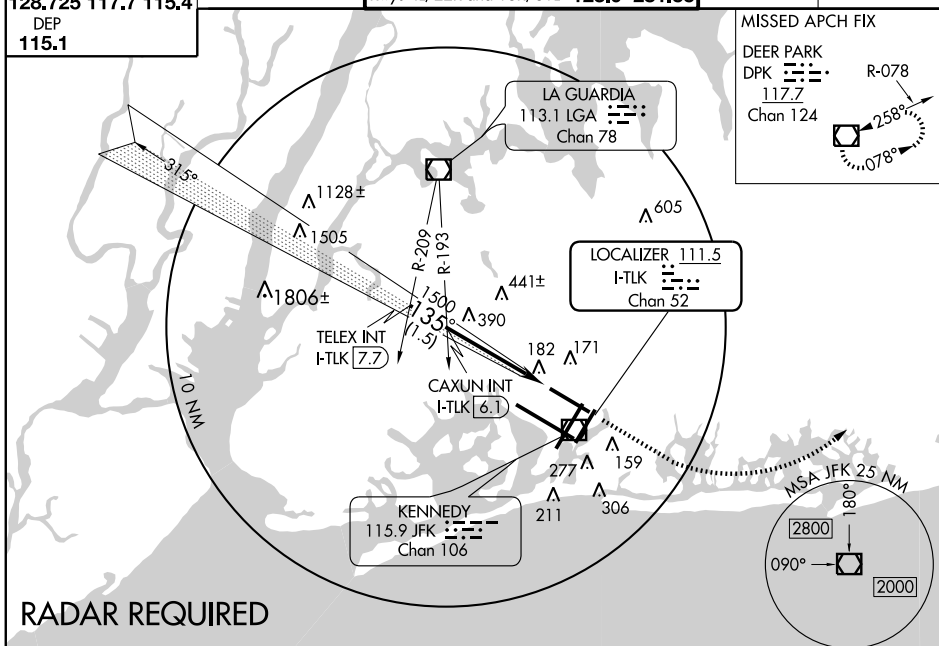
	ATIS	
ARR	(NE)	(SW)
<b>128.725</b>	<b>117.7</b>	<b>115.4</b>
DEP		
<b>115.1</b>		

NEW YORK APP CON	
127.4	269.0

KENNEDY TOWER		
Rwys 4R/22L and 13L/31R	<b>119.1</b>	<b>281.55</b>
Rwys 4L/22R and 13R/31L	<b>123.9</b>	<b>281.55</b>

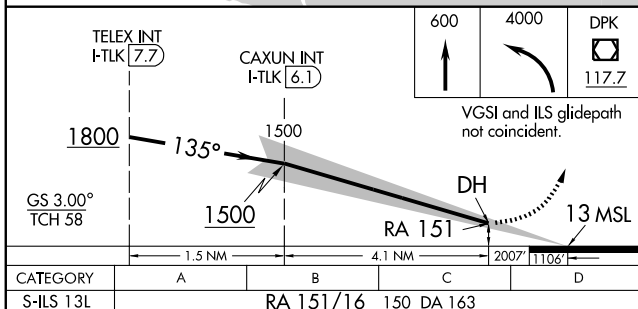
GND CON  
21.9 348.6

CLNC DEL

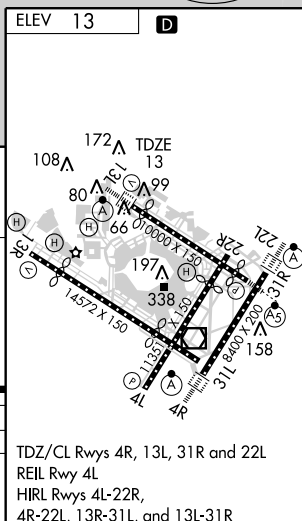


## RADAR REQUIRED

NOTE: 99' hangar abeam Rwy threshold 855' left of Rwy centerline.  
NOTE: 18' fence abeam Rwy threshold 526' right of Rwy centerline.  
NOTE: 43' light 691' after Rwy threshold 691' right of Rwy centerline, NW taxiway B/U/V intersection.  
NOTE: 58' antenna and building 1530' after Rwy threshold 806' left of Rwy centerline.  
NOTE: 88' hangar 4192' after Rwy threshold 990' left of Rwy centerline.



CATEGORY II ILS-SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED



NE-2: 17 DEC 2009 to 14 JAN 2010

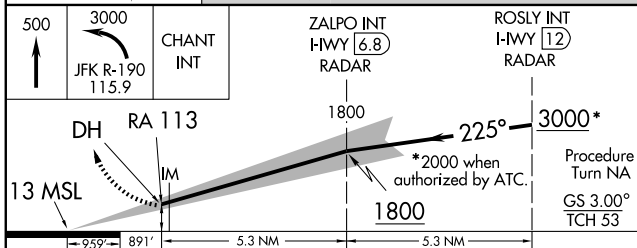
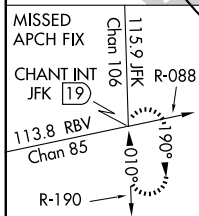
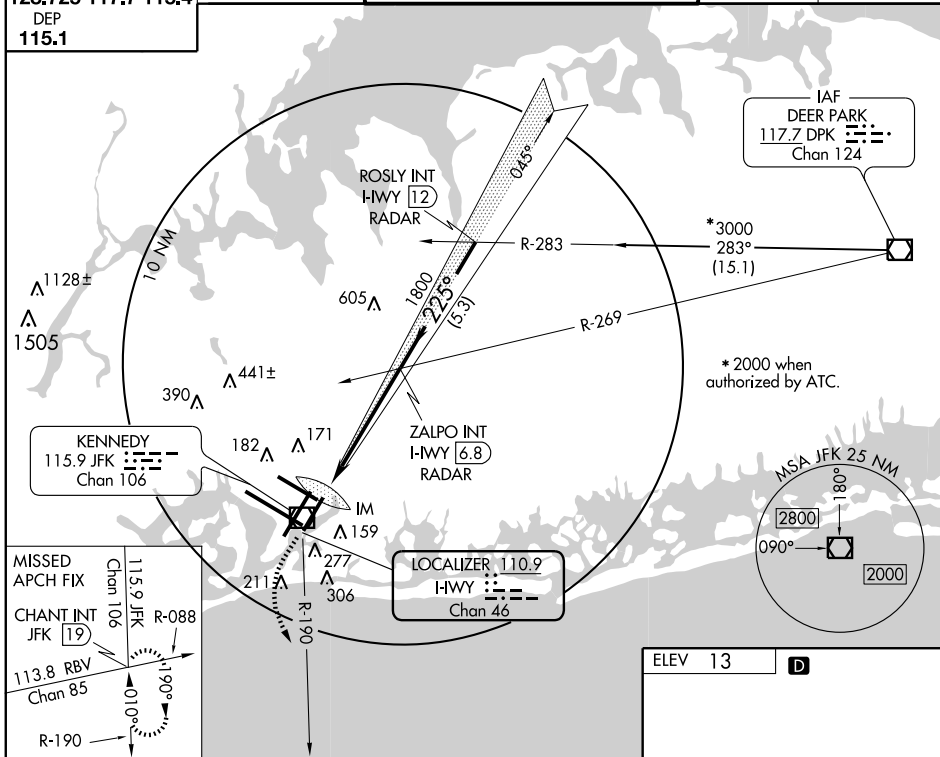
LOC/DME HWY <b>110.9</b> Chan <b>46</b>	APP CRS <b>225°</b>	Rwy Idg <b>8400</b> TDZE <b>13</b> Apt Elev <b>13</b>
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## ILS RWY 22L (CAT II)

NEW YORK / JOHN F. KENNEDY INTL (JFK)

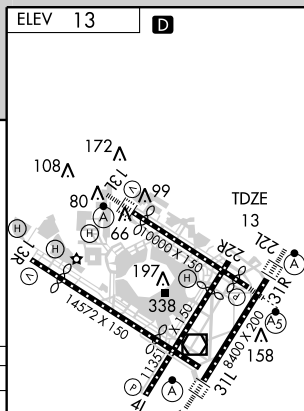
 	ALSF-2 	MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via JFK R-190 to CHANT Int/19 DME and hold.
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ATIS ARR (NE) (SW) <b>128.725 117.7 115.4</b> DEP <b>115.1</b>	NEW YORK APP CON <b>127.4 269.0</b>	KENNEDY TOWER Rwys 4R/22L and 13L/31R <b>119.1 281.55</b> Rwys 4L/22R and 13R/31L <b>123.9 281.55</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>135.05 348.6</b>
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CATEGORY	A	B	C	D
S-ILS 22L	RA 113/12	100 DA 113		

**CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**



REIL Rwy 4L  
HIRL Rwys 4L-22R,  
4R-22L, 13R-31L, and 13L-31R  
TDZ/CL Rws 4R, 13L, 31R and 22L

LOC/DME 1-WY <b>110.9</b> Chan <b>46</b>	APP CRS <b>225°</b>	Rwy Idg <b>8400</b> TDZE <b>13</b> Apt Elev <b>13</b>
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**ILS RWY 22L (CAT III)**  
NEW YORK/JOHN F. KENNEDY INTL (JFK)

ALSF-2

**MISSED APPROACH:** Climb to 500 then climbing left turn to 3000 via JFK R-190 to CHANT Int/19 DME and hold.

	ATIS	
ARR	(NE)	(SW)
<b>128.725</b>	<b>117.7</b>	<b>115.4</b>
DEP		
<b>115.1</b>		

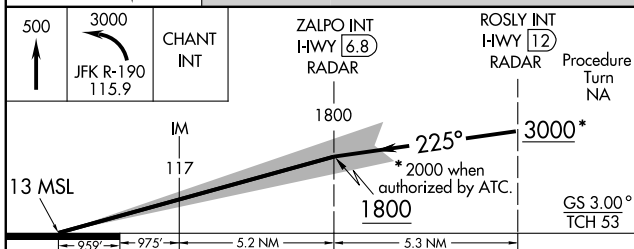
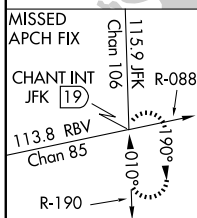
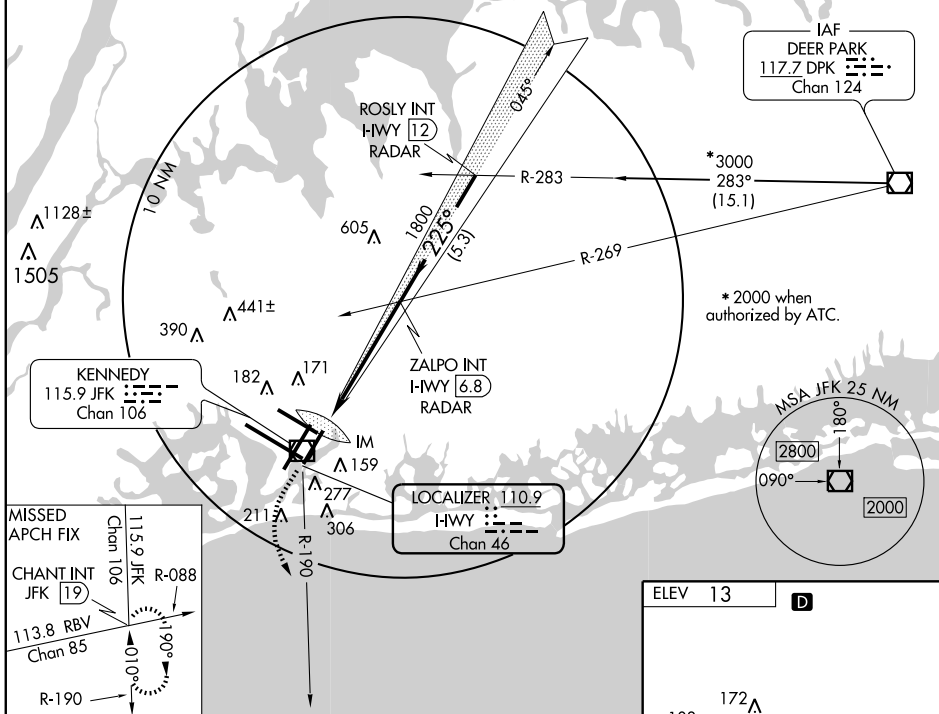
NEW YORK APP CON	
127.4	269.0

KENNEDY TOWER			
Rwys 4R/22L and 13L/31R	119.1	281.55	
Rwys 4L/22R and 13R/31L	123.9	281.55	

GND CON

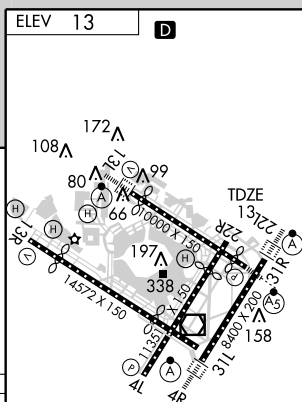
CINCPACFLT

121.9	348.6	135.05	348.6
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CATEGORY	A	B	C	D
S-ILS 22L		CAT IIIa	RVR 07	
S-ILS 22L		CAT IIIb	RVR 06	
S-ILS 22L		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED



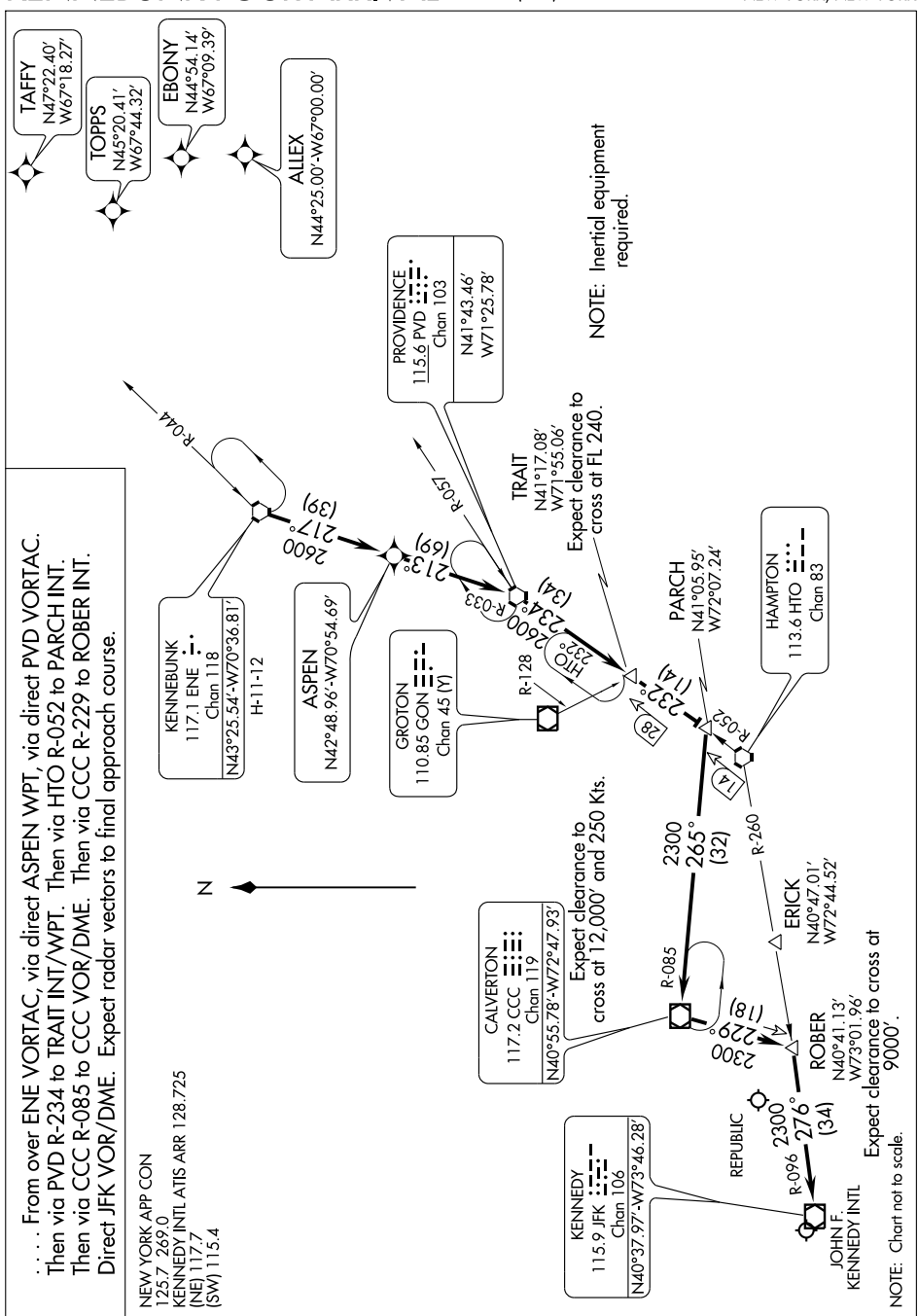
REIL Rwy 4L  
HIRL Rwy 4L-22R,  
4R-22L, 13R-31L, and 13L-31R  
TDZ/CI Rwy 4R, 13L, 31R and 22L

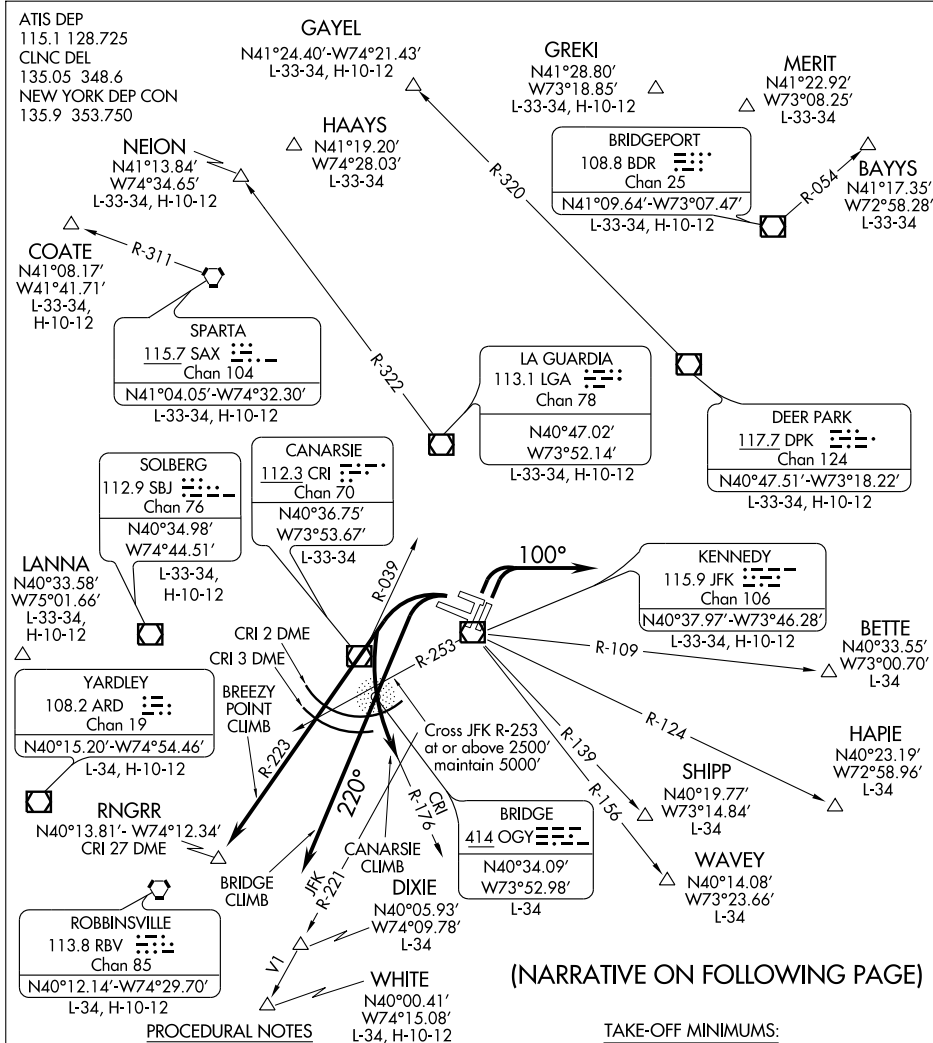


# KENNEBUNK FOUR ARRIVAL

ST-610 (FAA)

NEW YORK, NEW YORK





NOTE: RADAR REQUIRED.

NOTE: BAYYs departures expect vectors to BDR VOR/DME or BDR R-054.

NOTE: BETTE departures expect vectors to JFK R-109.

NOTE: COATE departures expect vectors to SAX VORTAC or SAX R-311.

NOTE: DIXIE departures expect vectors to JFK R-221.

NOTE: HAPE departures expect vectors to JFK R-124.

NOTE: RBV departures expect vectors to RBV after RNGRR.

NOTE: SHIPP departures expect vectors to JFK R-139.

NOTE: WAVEY departures expect vectors to JFK R-156.

NOTE: WHITE departures expect vectors to V1.

**(NARRATIVE ON FOLLOWING PAGE)****TAKE-OFF MINIMUMS:**

Rwys 4L, 4R, 13L, 22L, 22R, 31R: STANDARD.

Rwy 13R: 300-1½ or STANDARD with minimum climb of 250' per NM to 300'.

Rwy 31L, all climbs: STANDARD with minimum obstacle climb of 210' per NM to 2000', ATC Climb Gradients: BREEZY POINT CLIMB, 343' per NM to 2500', BRIDGE CLIMB, 534' per NM to 2500', CANARSIE CLIMB, 440' per NM to 2500'.

Rwy 31R, ATC Climb Gradients: BREEZY POINT CLIMB, 287' per NM to 2500', BRIDGE CLIMB, 431' per NM to 2500', CANARSIE CLIMB, 357' per NM to 2500'.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Climbing right turn to 5,000 feet via heading 100°, Thence....

TAKE-OFF RUNWAYS 13L/R: Climb via assigned heading, maintain 5,000 feet, Thence....

TAKE-OFF RUNWAYS 22L/R: Climb heading 225°, maintain 5,000 feet, Thence....

GATEWAY CLIMB\*: Intercept the JFK VOR/DME R-232 southwest bound until 5 DME, then turn left heading 220°, maintain 5,000 feet, Thence....

TAKE-OFF RUNWAYS 31L/R:

BREEZY POINT CLIMB: Climbing left turn direct CRI VOR/DME, make turn east of CRI R-039, then via CRI R-223 to RNGRR/CRI 27 DME. Cross CRI 3 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet, Thence....

BRIDGE CLIMB\*\*: Climbing left turn direct OGY NDB, then via heading 220°, make turn east of CRI R-039. Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet, Thence....

CANARSIE CLIMB: Climbing left turn direct CRI VOR/DME, make turn east of CRI R-039, then via CRI R-176. Cross CRI 2 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet, Thence....

IDLEWILD CLIMB\*\*\*: Climbing right turn to 2000 feet via heading 090°, remain within JFK 2.5 DME \*\*\*\*, Thence....

....Via vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

\* To be assigned during the period 2200-0700 local.

\*\* ADF Required.

\*\*\* To be assigned by ATC to NON-TURBOJET AIRCRAFT.

\*\*\*\* If unable to remain within JFK 2.5 DME, advise ATC.

TAKE-OFF OBSTACLES:

Rwy 4L: Taxiing Aircraft 691' from DER, 390' left or right of rwy centerline, 64' AGL/77' MSL. Cross DER at or above 35' AGL/47' MSL. Tree 1824' from DER, 180' right of rwy centerline, 63' AGL/79' MSL. Tree 1847' from DER, 88' left of rwy centerline, 54' AGL/67' MSL. Multiple Obstruction Lights on Fence beginning 249' from DER, 316' left of rwy centerline, 10' AGL/22' MSL.

Rwy 4R: Multiple Trees beginning 1294' from DER, 687' left of rwy centerline, up to 63' AGL/76' MSL. Tree 524' from DER, 613' right of rwy centerline, 20' AGL/33' MSL.

Rwy 13L: Elec Equipment 106' from DER, 416' left of rwy centerline, 10' AGL/17' MSL. Obstruction Light on GS Antenna 1046' from DER, 141' left of rwy centerline, 27' AGL/40' MSL.

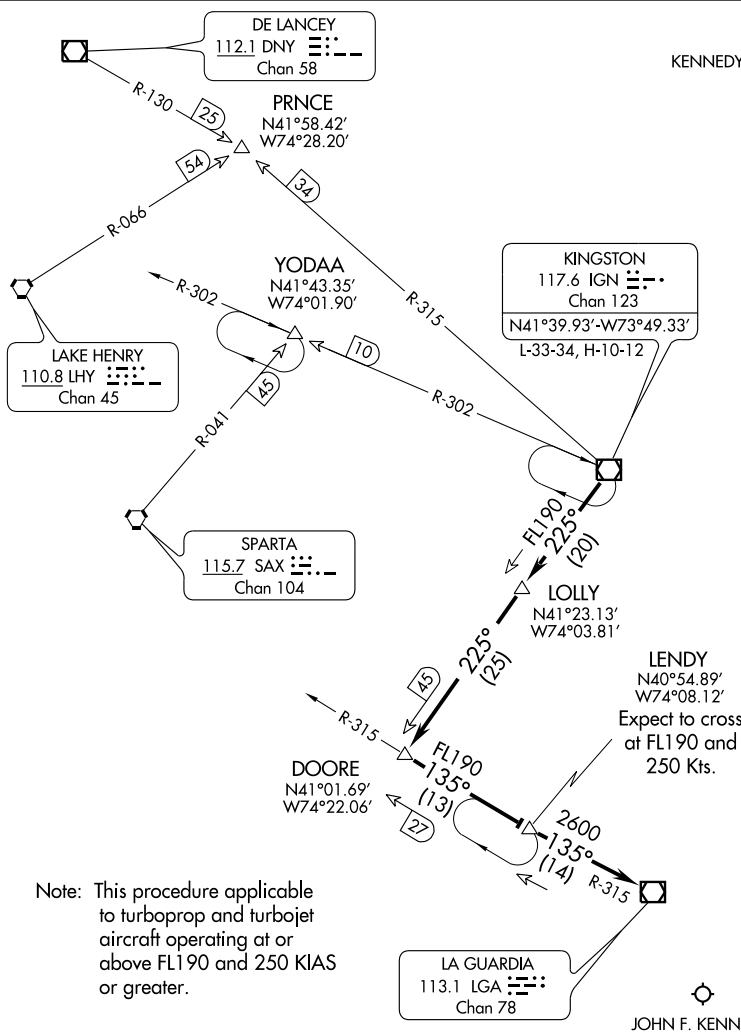
Rwy 13R: Obstruction light on tank 1.12 NM from DER, 2116' right of rwy centerline, 215' AGL/227' MSL. Obstruction light on GS antenna 361' from DER, 405' left of rwy centerline, 32' AGL/45' MSL. Obstruction light on fence 98' from DER, 6' right of rwy centerline, 10' AGL/24' MSL. Tower 4690' from DER, 1386' right of rwy centerline, 127' AGL/140' MSL.

Rwy 31L: Tree 2076' from DER, 436' left of rwy centerline, 79' AGL/91' MSL. Bush 257' from DER, 530' left of rwy centerline, 13' AGL/25' MSL.

Rwy 31R: Tree 752' from DER, 654' left of rwy centerline, 39' AGL/ 52' MSL. Tree 561' from DER, 646' right of rwy centerline, 30' AGL/43' MSL. Multiple light poles beginning 1442' from DER, 336' left of rwy centerline, up to 44' AGL/67' MSL. Vehicle on road 281' from DER, 501' left of rwy centerline, 15' AGL/26' MSL. Multiple obstruction lights on poles and fence beginning 365' from DER, 15' left of rwy centerline, up to 17' AGL/31' MSL. Obstruction light on pole 625' from DER, 359' right of rwy centerline, 28' AGL/31' MSL. Approach light 190' from DER, 8' right of rwy centerline, 5' AGL/18' MSL. Fence 410' from DER, 352' right of rwy centerline, 10' AGL/23' MSL.

## KINGSTON EIGHT ARRIVAL

NEW YORK, NEW YORK



NEW YORK APP CON  
125.7 269.0  
KENNEDY INTL ATIS ARR 128.725  
(NE) 117.7  
(SW) 115.4

DME REQUIRED

NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

From over IGN VOR/DME via IGN R-225 to DOORE INT (MEA FL190), then via LGA R-315 to LENDY/14 DME (MEA FL190), then via LGA R-315 to LGA VOR/DME (MEA 2600). Expect radar vectors to final approach course after LGA VOR/DME.

## LENDY FIVE ARRIVAL

NEW YORK, NEW YORK

NEW YORK APP CON

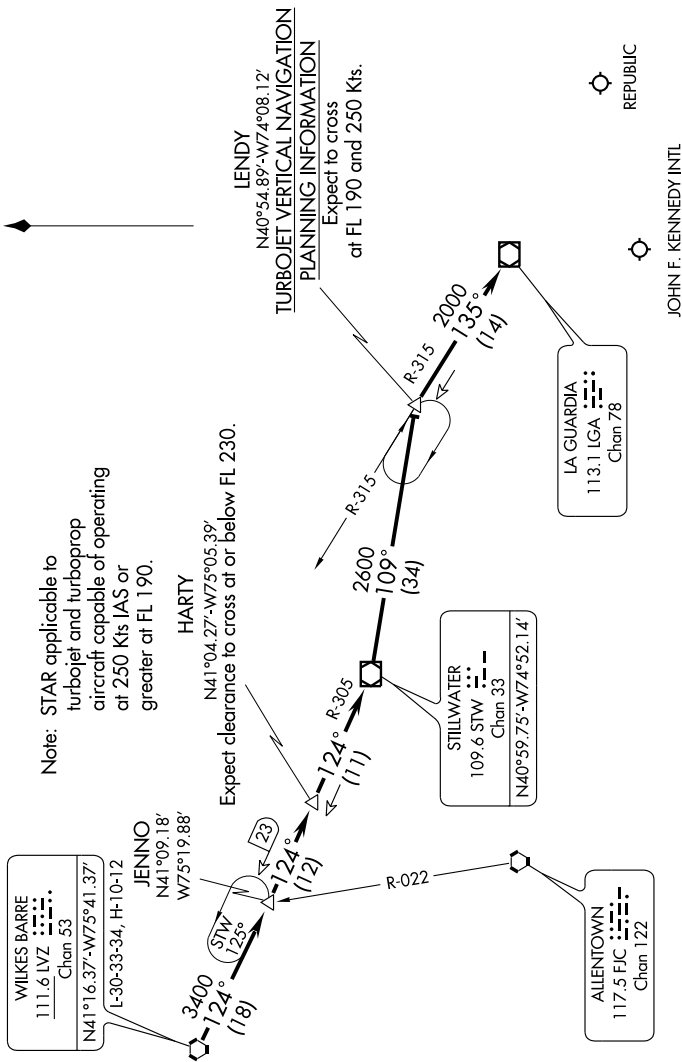
127.4 269.0

KENNEDY INTL ATIS ARR 128.725

(NE) 117.7 (SW) 115.4

REPUBLIC ATIS

126.65



NOTE: Chart not to scale.

From over LVZ VORTAC via LVZ R-124 and STW R-305 to STW VOR/DME, then from STW VOR/DME via STW R-109 to LENDY INT via LGA R-315 to LGA VOR/DME. Expect radar vectors to final approach course after LGA VOR/DME.

NE-2, 17 DEC 2009 to 14 JAN 2010

ATIS DEP 115.1 128.725  
CLINC DEL  
135.05 348.6  
NEW YORK DEP CON  
135.9 353.750

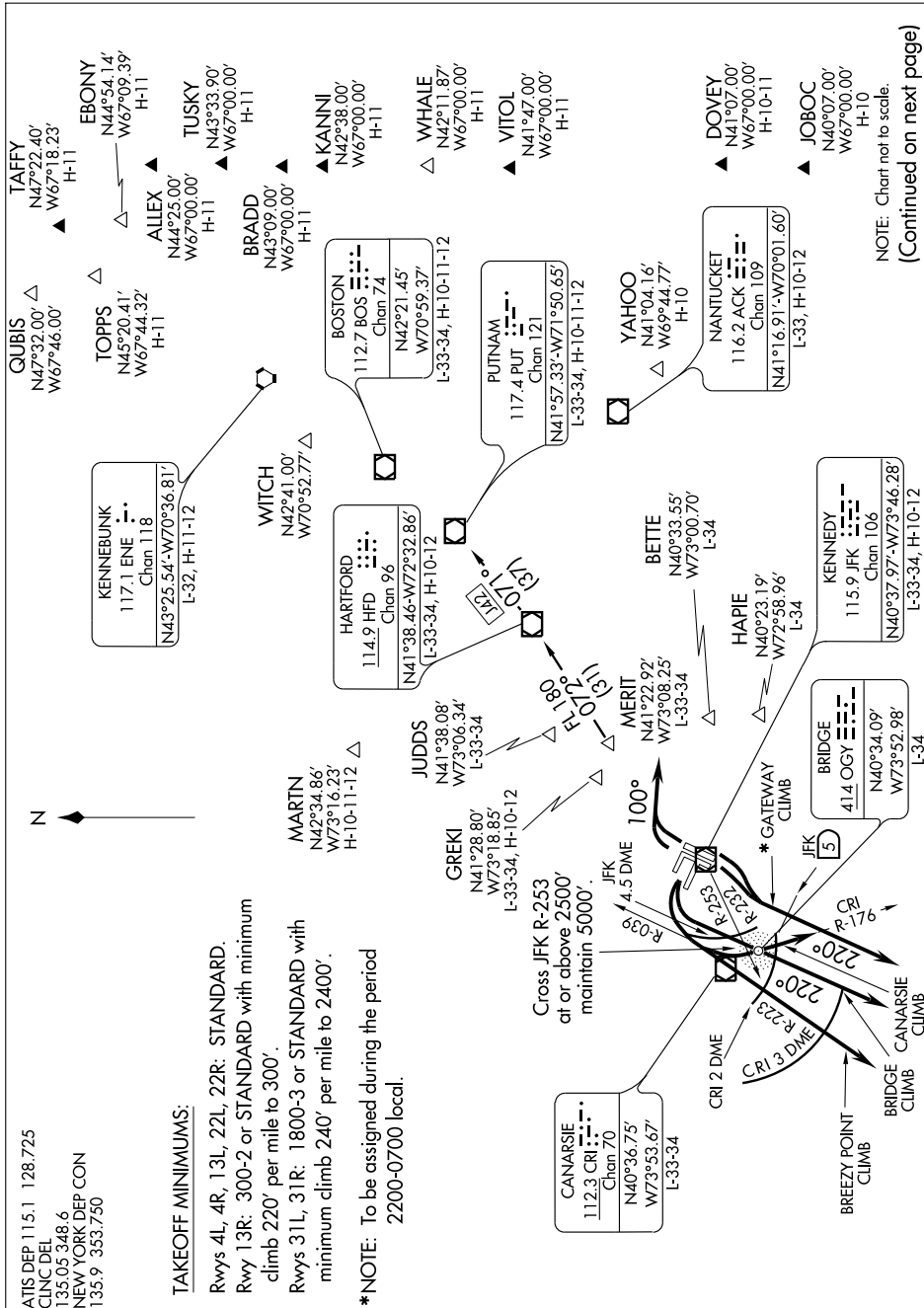
### TAKEOFF MINIMUMS:

Rwys 4L, 4R, 13L, 22L, 22R: STANDARD.

Rwy 13R: 300-2 or STANDARD with minimum climb 220' per mile to 300'.

Rwys 31L, 31R: 1800-3 or STANDARD with minimum climb 240' per mile to 2400'.

\*NOTE: To be assigned during the period 2200-0700 local.



NOTE: Chart not to scale.

(Continued on next page)

NE-2, 17 DEC 2009 to 14 JAN 2010

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.

TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.

TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet.

\* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.

TAKE-OFF RUNWAYS 31L/R:

BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

PUTNAM TRANSITION (MERIT3.PUT): From over MERIT INT to HFD VOR/DME, then to PUT VOR/DME.

MERIT: Via radar vectors to MERIT direct HFD direct PUT. Expect clearance to filed altitude/flight level ten minutes after departure.

MERIT THREE: After PUT expect the following routes; aircraft proceeding:

1. TOPPS/EBONY - Expect direct.
2. ALLEX - Expect direct WITCH direct.
3. TUSKY and South - Expect direct BOS direct.

\* NOTE: To be assigned during the period 2200-0700 local.

NOTE: RNAV equipped aircraft only.

NOTE: North American Route (NAR) aircraft only.

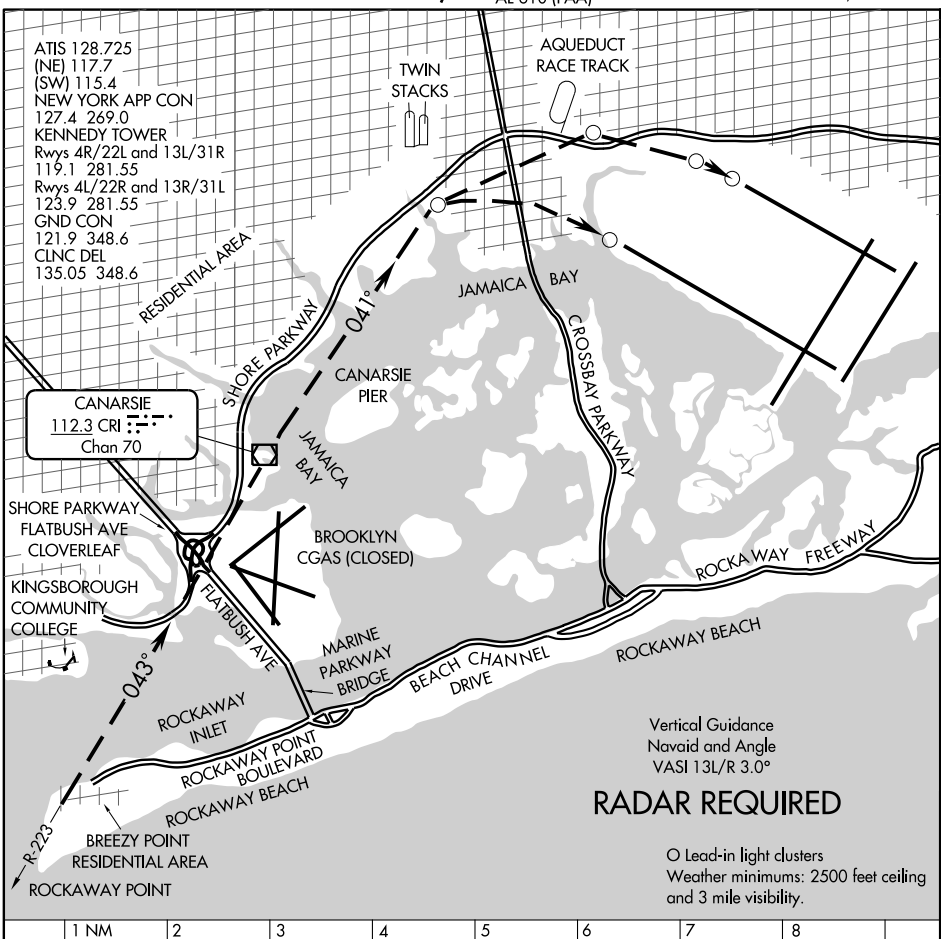
NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerline. Cross DER at or above 35' AGL/47' MSL.

Rwy 4R, cross DER at or above 21' AGL/33' MSL.

Rwy 13L, cross DER at or above 3' AGL/15' MSL.

Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.

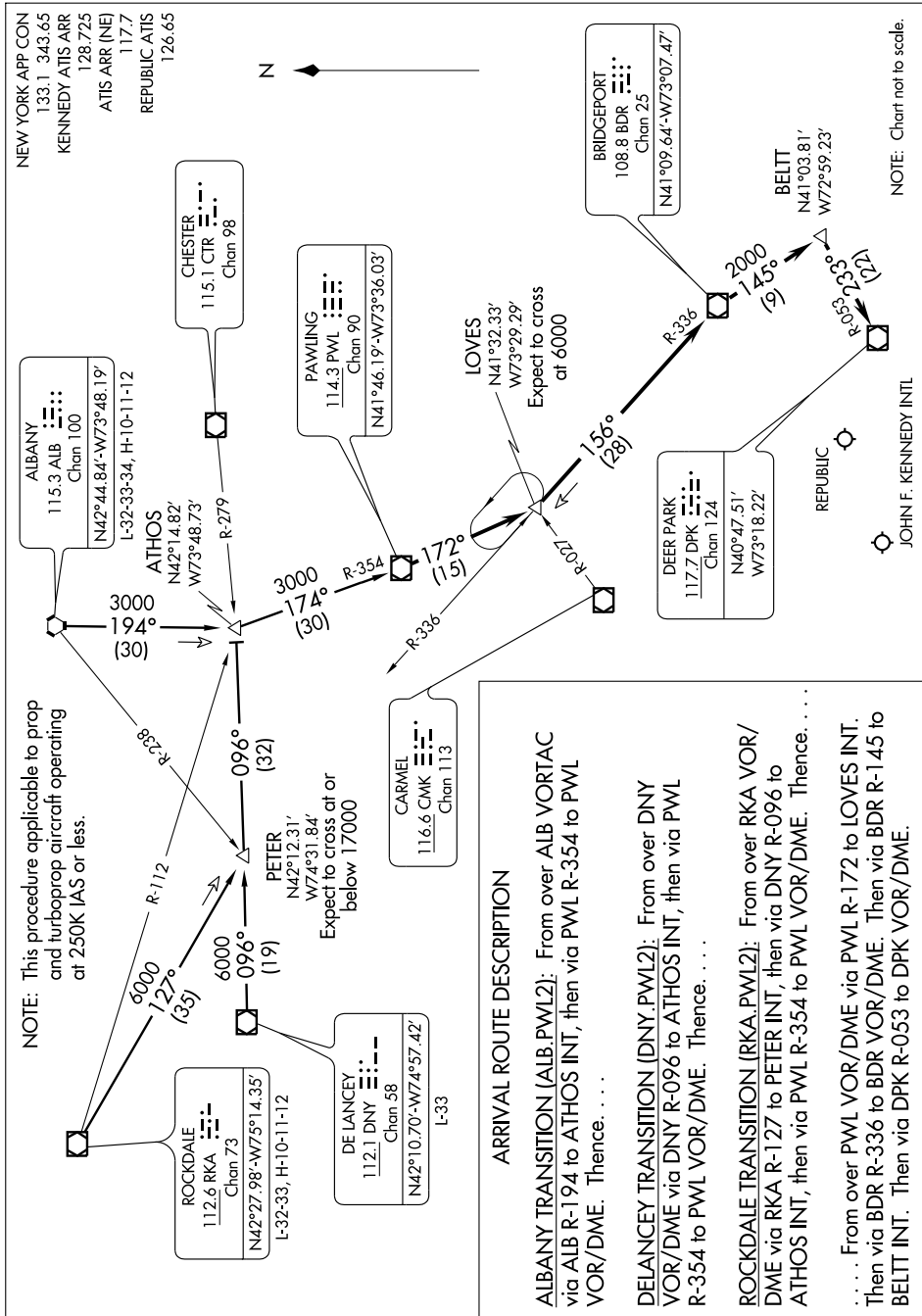
# PARKWAY VISUAL RWY 13L/R

 NEW YORK/ JOHN F. KENNEDY INTL (JFK)  
 AL-610 (FAA) NEW YORK, NEW YORK


## PARKWAY VISUAL RUNWAY 13L/R

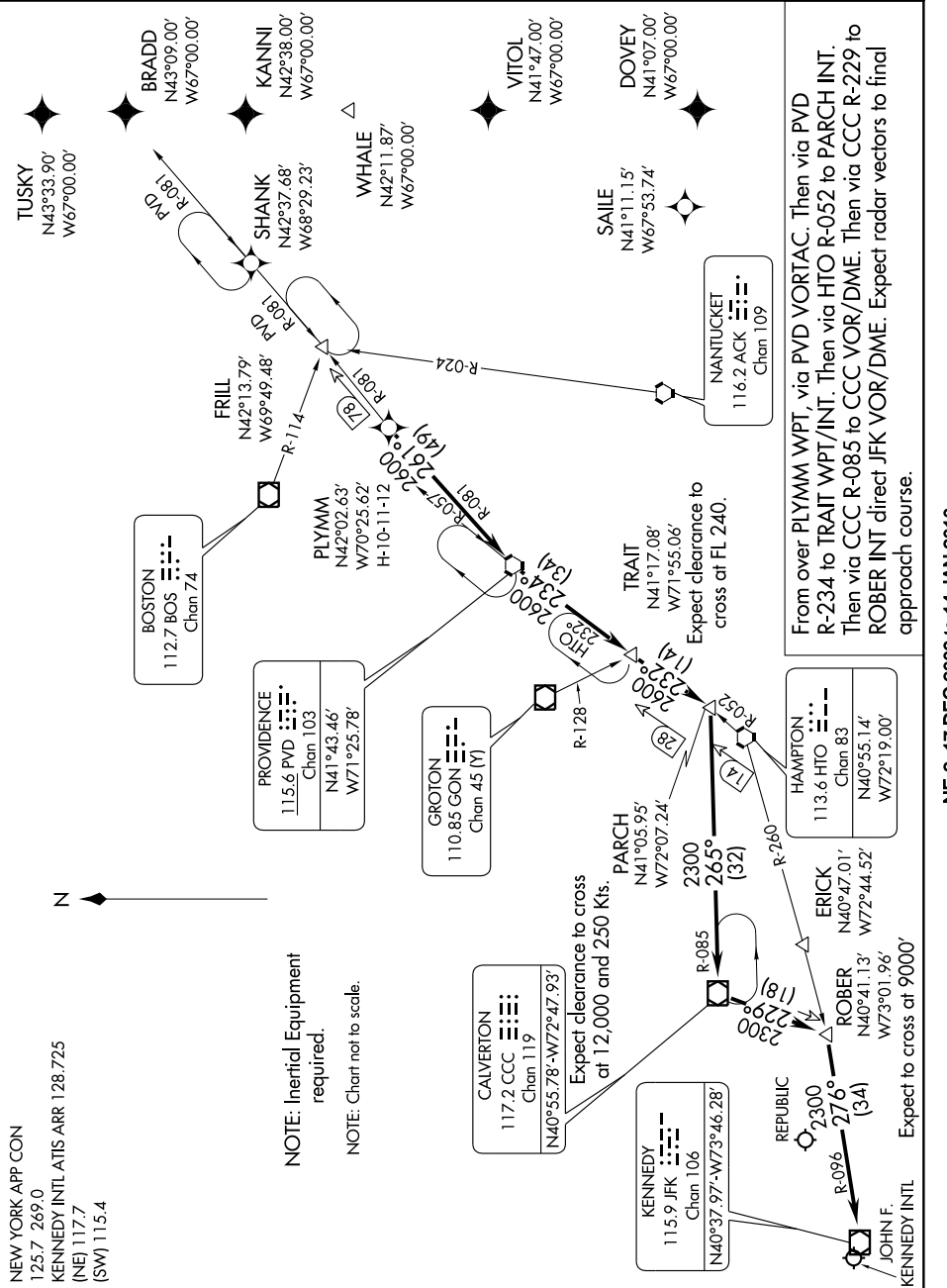
When cleared for Parkway Visual to Runway 13L/R maintain at or above 2000' until abeam Rockaway Point. Remain west of Rockaway Point, thence east of Kingsborough Community College. Remain east of the Shore Parkway. Cross Brooklyn Coast Guard Air Station at or above 1500'. Remain east of the Shore Parkway until Canarsie Pier.

Runway 13R continue descent between the Canarsie Pier and Twin Stacks.  
 Runway 13L continue descent after passing the Twin Stacks.



PLYMOUTH FOUR ARRIVAL

NEW YORK, NEW YORK





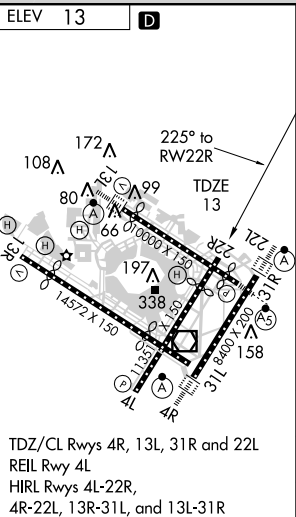
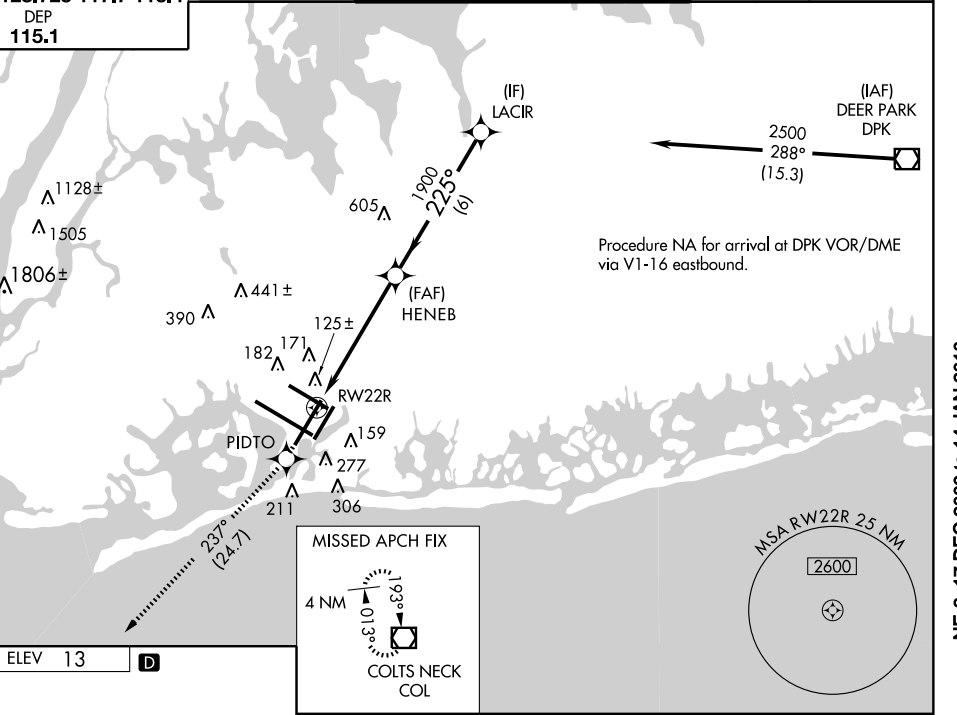
WAAS CH <b>40019</b> <b>W22B</b>	APP CRS <b>225°</b>	Rwy Idg TDZE Apt Elev	<b>8655</b> <b>13</b> <b>13</b>
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▼

DME/DME RNP -0.3 NA.  
Baro-VNAV NA below -15°C (5°F).

MISSED APPROACH: Climb to 4000 direct PIDTO and right turn via 237° track to COL VOR/DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER		GND CON		CLNC DEL	
ARR	(NE)	(SW)			Rwys 4R/22L and 13L/31R	119.1	281.55			
128.725	117.7	115.4	127.4	269.0	Rwys 4L/22R and 13R/31L	123.9	281.55	121.9	348.6	135.05 348.6

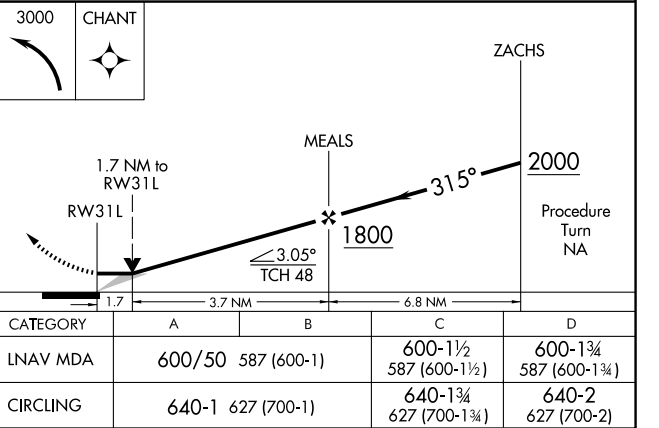
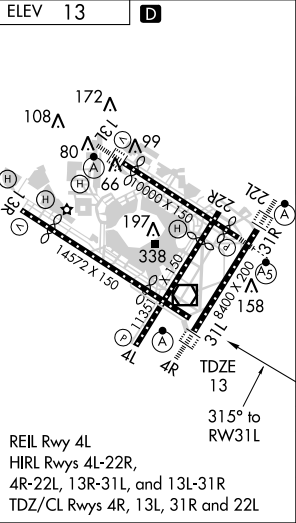
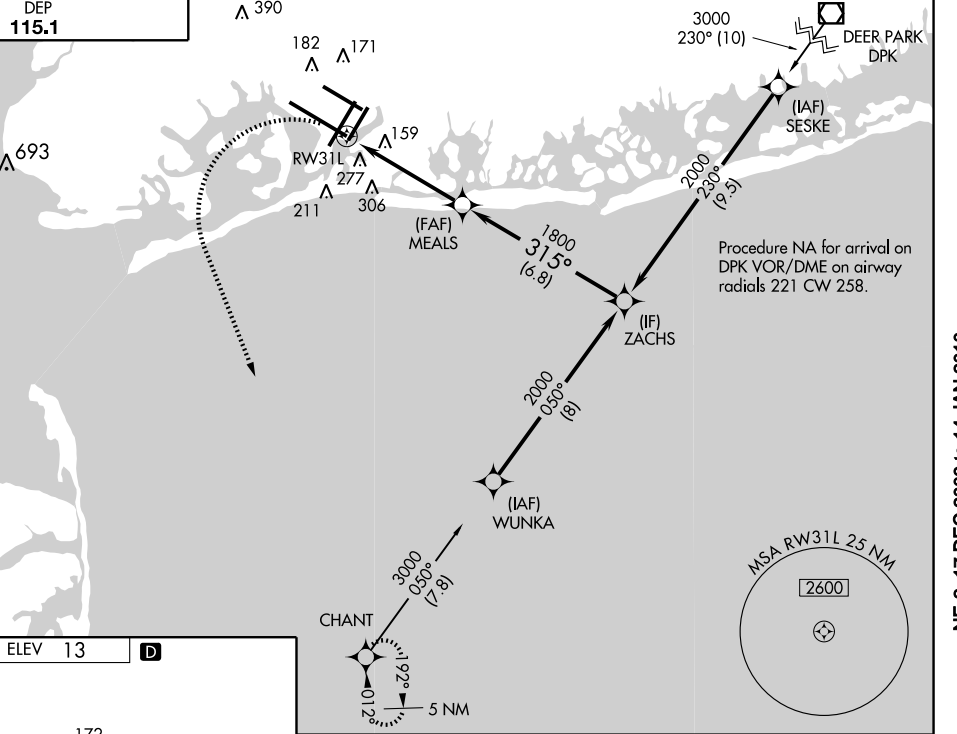


4000	PIDTO	237° trk	COL	LACIR
				2500
				Procedure Turn NA
				GS 3.00°
				TCH 59
CATEGORY	A	B	C	D
LPV DA	270/40 257 (300-34)			
RNAV/VNAV DA	480-1½ 467 (500-1½)			
RNAV MDA	600/50	587 (600-1)	600-1½ 587 (600-1½)	600-1¾ 587 (600-1¾)
CIRCLING	640-1½	627 (700-1½)	640-1¾ 627 (700-1¾)	640-2 627 (700-2)


NE-2, 17 DEC 2009 to 14 JAN 2010

<div>  DME/DME RNP-0.3 NA. </div>				<div> MISSED APPROACH: Climbing left turn to 3000 direct CHANT and hold. </div>			
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<div> <div> <div>ATIS</div> <div>ARR</div> <div>(NE)</div> <div>(SW)</div> </div> <div> 128.725 DEP 115.1 </div> </div>		<div> <div>NEW YORK APP CON</div> <div>127.4 269.0</div> </div>		<div> <div>KENNEDY TOWER</div> <div> Rwys 4R/22L and 13L/31R <b>119.1 281.55</b>  Rwys 4L/22R and 13R/31L <b>123.9 281.55</b> </div> </div>		<div> <div>GND CON</div> <div>121.9 348.6</div> </div>		<div> <div>CLNC DEL</div> <div>135.05 348.6</div> </div>	
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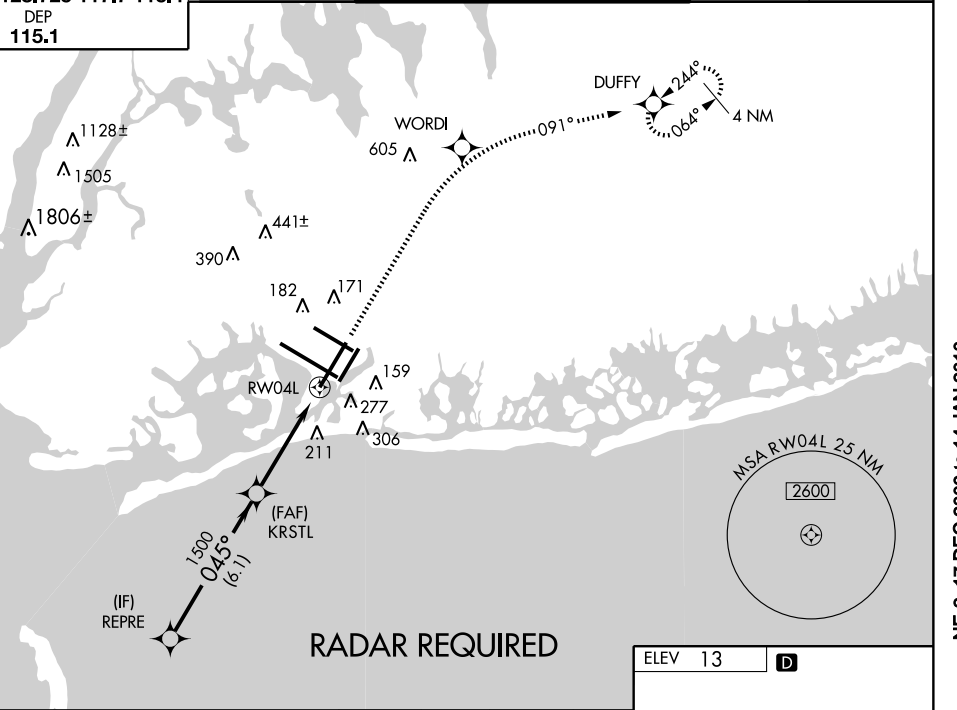
WAAS CH <b>77519</b> <b>W04A</b>	APP CRS <b>045°</b>	Rwy Idg TDZE <b>12</b> Apt Elev <b>13</b>
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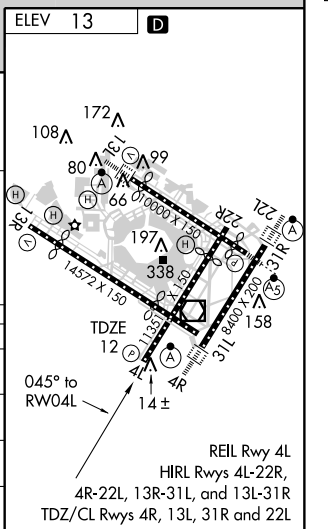
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).  
DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 2000 direct WORDI then climbing right turn to 3000 via 091° track to DUFFY and hold.

ATIS (NE) (SW) <b>ARR 128.725 117.7 115.4</b> <b>DEP 115.1</b>	NEW YORK APP CON <b>127.4 269.0</b>	KENNEDY TOWER Rwys 4R/22L and 13L/31R <b>119.1 281.55</b> Rwys 4L/22R and 13R/31L <b>123.9 281.55</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>135.05 348.6</b>
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REPRE		2000		WORDI		3000		DUFFY	
GS 3.00° TCH 57		045°		↑		091° trk		↑	
1500		KRSTL		*1.5 NM to RW04L		RW04L			
		*LNAV only							
6.1 NM		2.9 NM		1.5					
CATEGORY	A	B	C	D					
LPV DA	280/50 268 (300-1)								
LNAV/ VNAV DA	480-1½ 468 (500-1½)								
LNAV MDA	540/50 528 (600-1)			540-1½ 528 (600-1½)		540-1¾ 528 (600-1¾)			
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)		640-2 627 (700-2)				



WAAS CH <b>81819</b> <b>W04B</b>	APP CRS <b>045°</b>	Rwy Idg <b>8400</b> TDZE <b>13</b> Apt Elev <b>13</b>
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# RNAV (GPS) Y RWY 4R

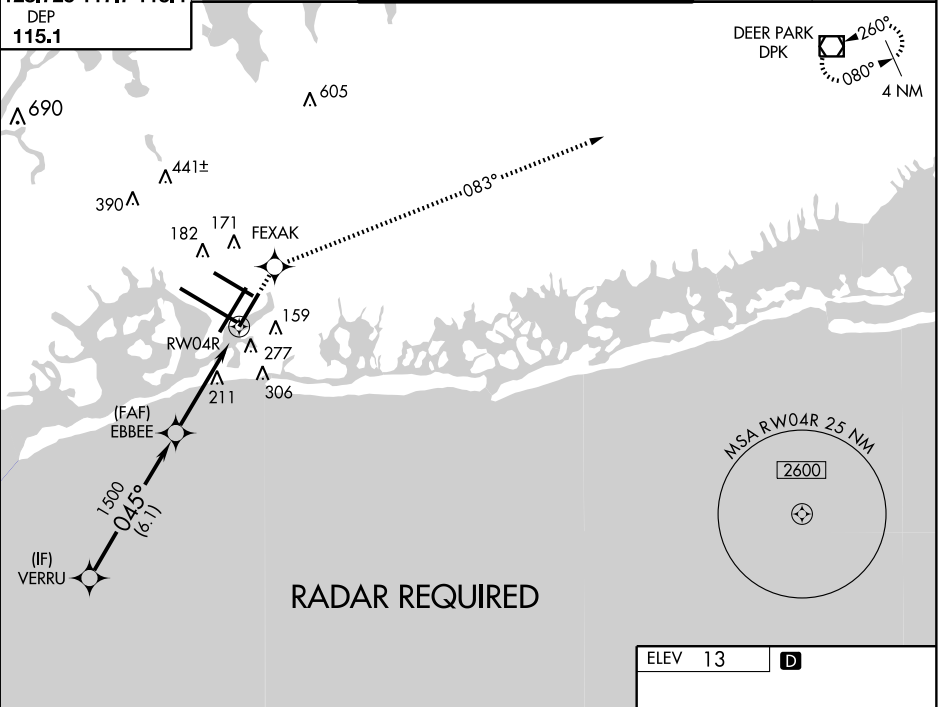
NEW YORK / JOHN F. KENNEDY INTL (JFK)

For inoperative ALSF-2, increase LPV all Cats visibility to RVR 4000.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below  
-15°C (5°F) or above 48°C (118°F). DME/DME RNP 0.3 NA.

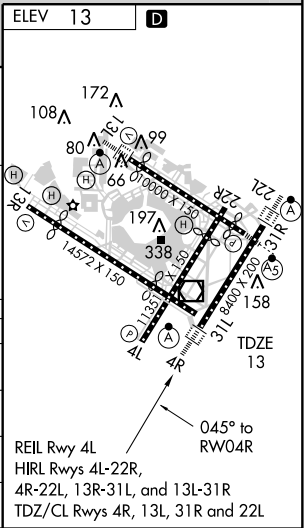


MISSED APPROACH: Climb to 4000  
direct FEXAK and right turn via 083°  
track to DPK VOR/DME and hold.

ATIS ARR (NE) (SW) <b>128.725 117.7 115.4</b> DEP <b>115.1</b>	NEW YORK APP CON <b>127.4 269.0</b>	KENNEDY TOWER Rwys 4R/22L and 13L/31R <b>119.1 281.55</b> Rwys 4L/22R and 13R/31L <b>123.9 281.55</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>135.05 348.6</b>
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	VERRU	EBBEE	4000	FEXAK	083° trk	DPK
	2000	1500				
	GS 3.00° TCH 53					
	6.1 NM	2.7 NM	1.7 NM			
CATEGORY	A	B	C	D		
LPV DA		270/24	257 (300-½)			
LNAV/VNAV DA		520/60	507 (600-1¼)			
LNAV MDA	600/24	587 (600-½)	600/50 587 (600-1)	600/60 587 (600-1¼)		
CIRCLING	640-1	627 (700-1)	640-1¾ 627 (700-1¾)	640-2 627 (700-2)		

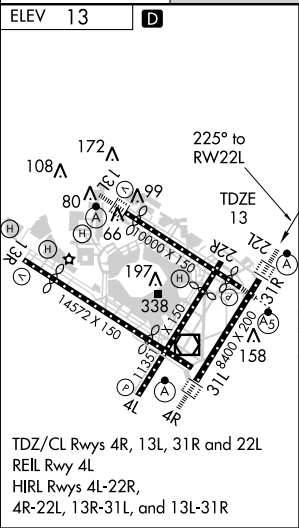
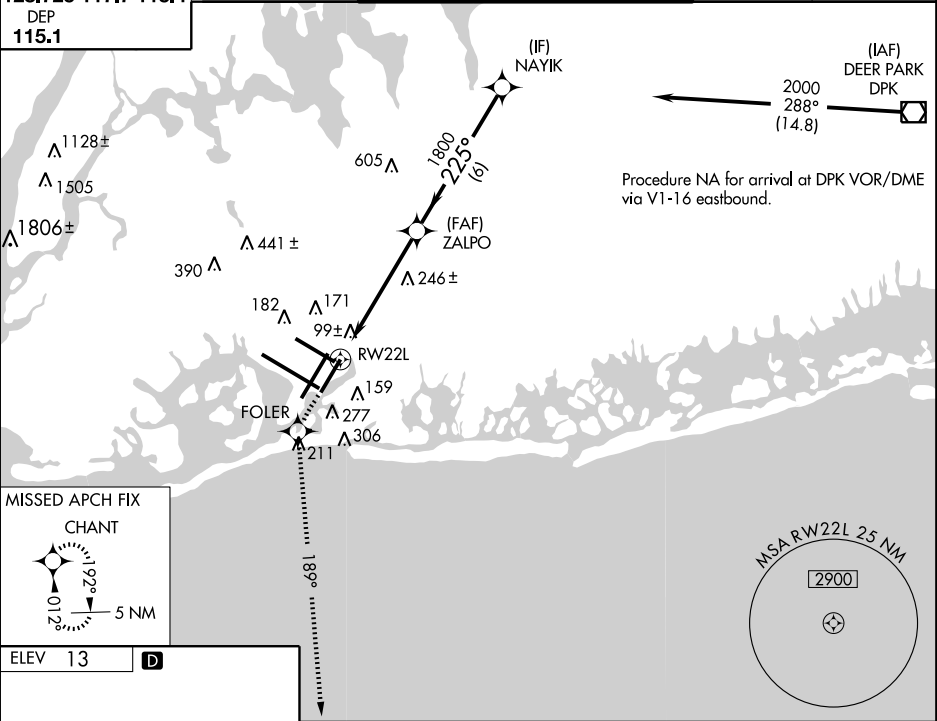


WAAS CH <b>97318</b> <b>W22A</b>	APP CRS <b>225°</b>	Rwy Idg TDZE Apt Elev	<b>8400</b> <b>13</b> <b>13</b>
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RNAV (GPS) Y RWY 22L  
NEW YORK / JOHN F. KENNEDY INTL (JFK)

 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (8°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.	ALSF-2 	MISSED APPROACH: Climb to 3000 direct FOLER and via 189° track to CHANT and hold.
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ATIS ARR (NE) (SW) <b>128.725 117.7 115.4</b> DEP <b>115.1</b>	NEW YORK APP CON <b>127.4 269.0</b>	KENNEDY TOWER Rwys 4R/22L and 13L/31R <b>119.1 281.55</b> Rwys 4L/22R and 13R/31L <b>123.9 281.55</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>135.05 348.6</b>
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3000	FOLER	189° trk	CHANT	VGSI and RNAV glidepath not coincident.	NAYIK
				ZALPO	2000
					Procedure Turn NA
					GS 3.00° TCH 53
CATEGORY	A	B	C	D	
LPV DA	270/24 257 (300-½)				
LNAV/VNAV DA	420/50 407 (500-1)				
LNAV MDA	560/24	547 (600-½)	560/50	547 (600-1)	560/60
			547 (600-1)		547 (600-1½)
CIRCLING	640-1	627 (700-1)	640-1¾	640-2	640-2
			627 (700-1¾)	627 (700-2)	627 (700-2)

WAAS CH <b>50119</b> <b>W31A</b>	APP CRS <b>315°</b>	Rwy Idg <b>11248</b> TDZE <b>13</b> Apt Elev <b>13</b>
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RNAV (GPS) Y RWY 31L  
NEW YORK / JOHN F. KENNEDY INTL (JFK)

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).  
DME/DME RNP -0.3 NA.

**MISSED APPROACH:** Climb to 2000 direct OMEME and left turn via 216° track to NELRE then climbing left turn to 3000 via 165° track to CHANT and hold.

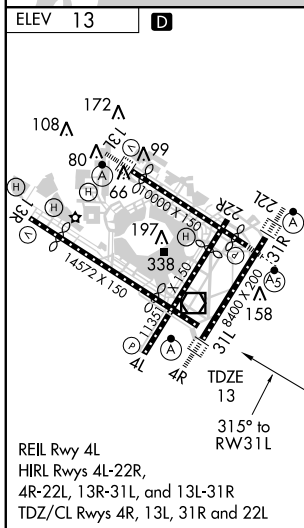
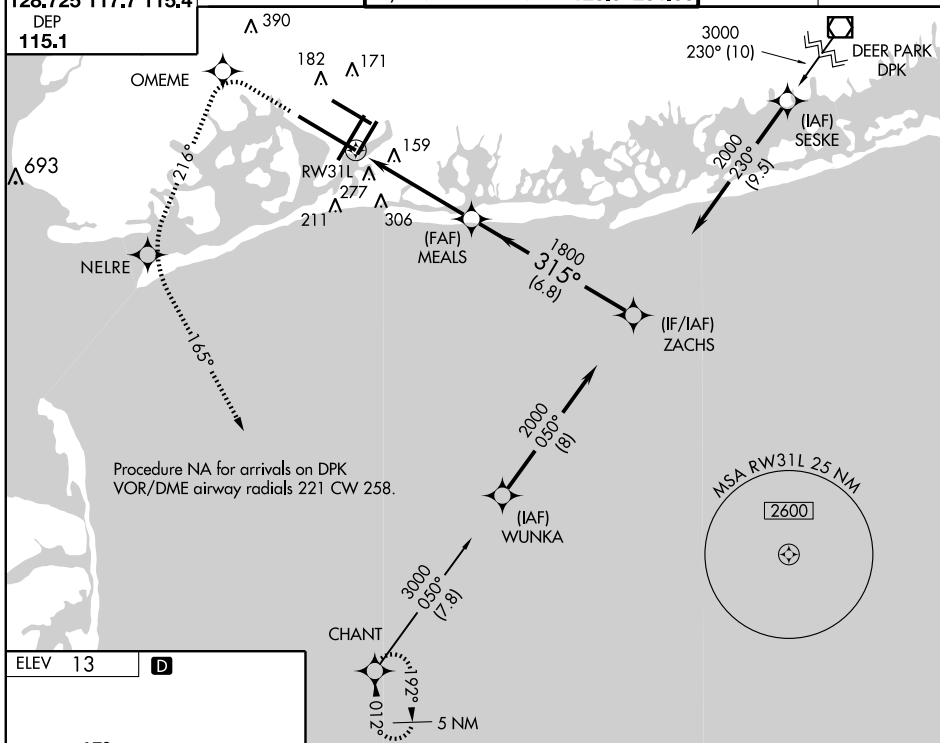
ARR	ATIS (NE)	(SW)
<b>128.725</b>	<b>117.7</b>	<b>115.4</b>
DEP		
<b>115.1</b>		

NEW YORK APP CON  
127.4 269.0

KENNEDY TOWER			
Rwys 4R/22L and 13L/31R	<b>119.1</b>	<b>281.55</b>	
Rwys 4L/22R and 13R/31L	<b>123.9</b>	<b>281.55</b>	

GND CON  
21.9 348.

CLNC DEL  
35.05 348.6



2000 ↑ OMEME		216° trk		NELRE		3000 165° trk		CHANT		ZACHS	
		*1.7 NM to RW31L		MEALS		315°		2000		Procedure Turn NA	
		*LNAV only		1800		GS 3.00° TCH 48					
		1.7		3.7 NM		6.8 NM					
CATEGORY		A		B		C		D			
LPV	DA			270/40		257 (300-¾)					
LNAV/ VNAV	DA			600-2		587 (600-2)					
LNAV	MDA	600/50		587 (600-1)		600-1½ 587 (600-1½)		600-1¾ 587 (600-1¾)			
CIRCLING		640-1		627 (700-1)		640-1¾ 627 (700-1¾)		640-2 627 (700-2)			

WAAS CH <b>45519</b> <b>W31B</b>	APP CRS <b>315°</b>	Rwy Idg TDZE Apt Elev	<b>8970</b> <b>13</b> <b>13</b>
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For inoperative MALSR, increase LPV all Cats visibility to RVR 5000.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below  
-15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.  
Minimum altitude at CATOD 2000 when authorized by ATC.

MALSR

MISSED APPROACH: Climb to 2000 direct  
AVIME then climbing left turn to 4000 via  
219° track to COL VOR/DME and hold.

ARR	ATIS (NE) (SW)	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
<b>128.725</b>	<b>117.7</b> <b>115.4</b>	<b>127.4</b> <b>269.0</b>	Rwys 4R/22L and 13L/31R <b>119.1</b> <b>281.55</b> Rwys 4L/22R and 13R/31L <b>123.9</b> <b>281.55</b>	<b>121.9</b> <b>348.6</b>	<b>135.05</b> <b>348.6</b>
DEP					
<b>115.1</b>					

CATEGORY	A	B	C	D
LPV DA	270/24 257 (300-½)			
LNAV/VNAV DA	420/50 407 (500-1)			
LNAV MDA	580/24 567 (600-½)		580/50 567 (600-1)	580/60 567 (600-1¼)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

NE-2.17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	<b>11351</b>
<b>045°</b>	TDZE	<b>12</b>
	Apt Elev	<b>13</b>

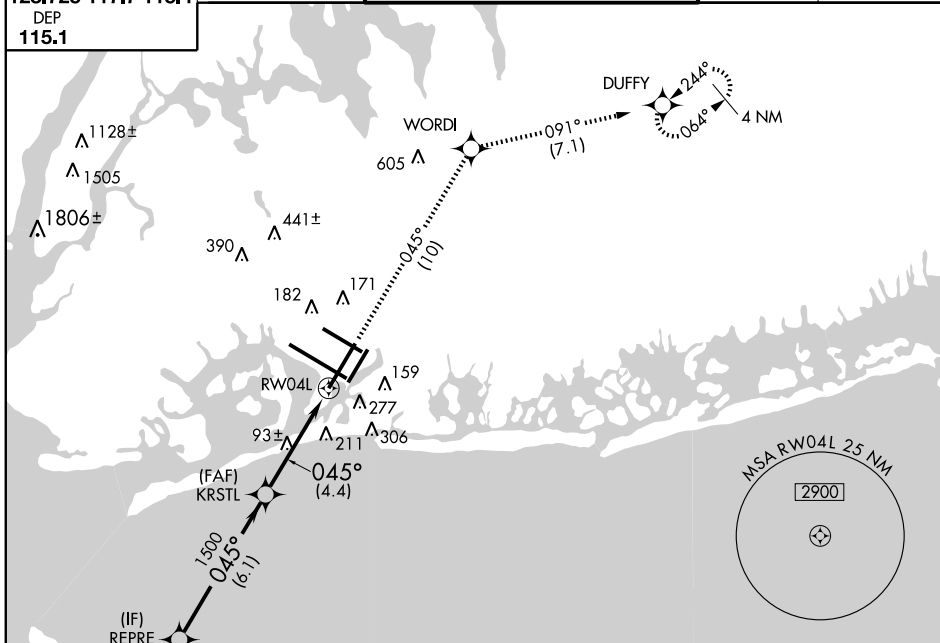
# RNAV (RNP) Z RWY 4L

NEW YORK / JOHN F. KENNEDY INTL (JFK)

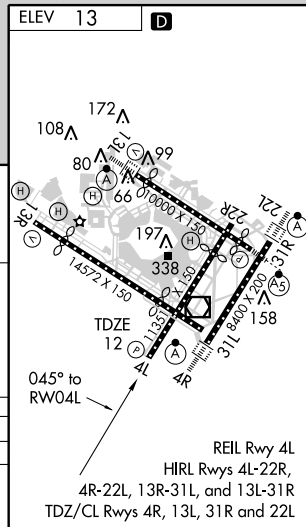
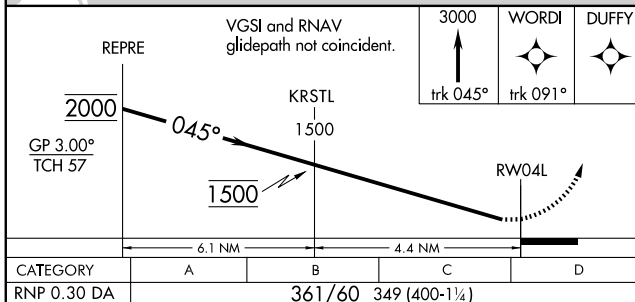
**GPS Required.** For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 48°C (118°F).  
**Visibility reduction by helicopters NA.**

**MISSED APPROACH:** Climb to 3000 via 045° track to WORDI and via 091° track to DUFFY and hold.

ARR	ATIS (NE) (SW)	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
<b>128.725</b>	<b>117.7</b>	<b>127.4 269.0</b>	Rwys 4R/22L and 13L/31R <b>119.1 281.55</b> Rwys 4L/22R and 13R/31L <b>123.9 281.55</b>	<b>121.9 348.6</b>	<b>135.05 348.6</b>
DEP <b>115.1</b>					



## RADAR REQUIRED



**SPECIAL AIRCRAFT AND AIRCREW  
 AUTHORIZATION REQUIRED**

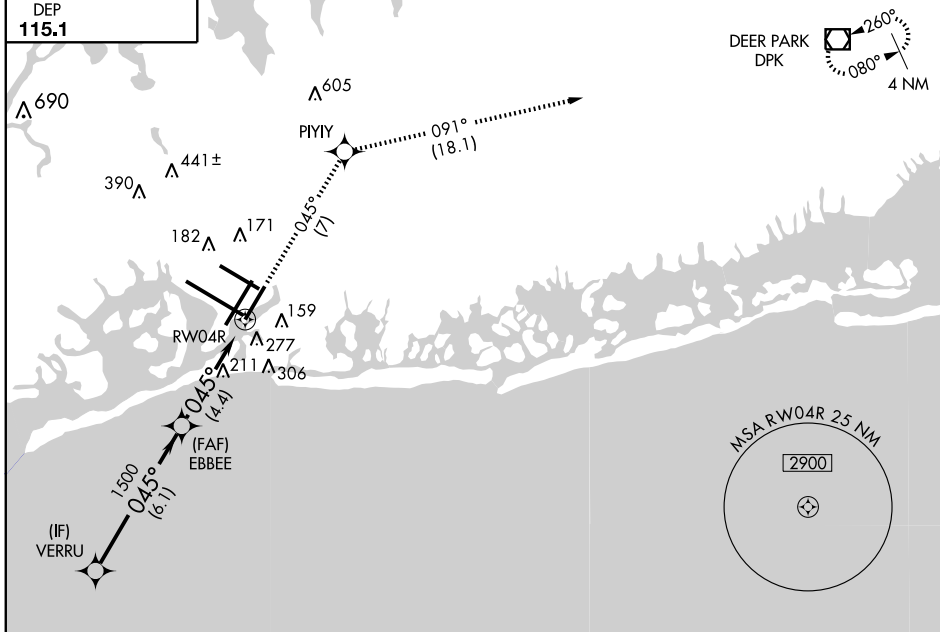


RNAV (RNP) Z RWY 4R  
NEW YORK / JOHN F. KENNEDY INTL (JFK)

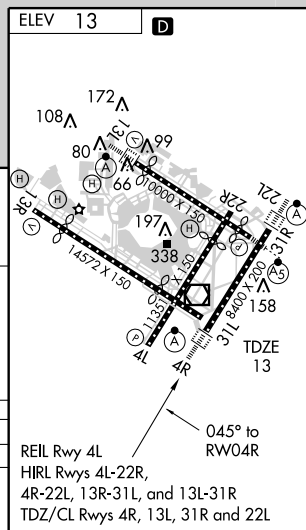
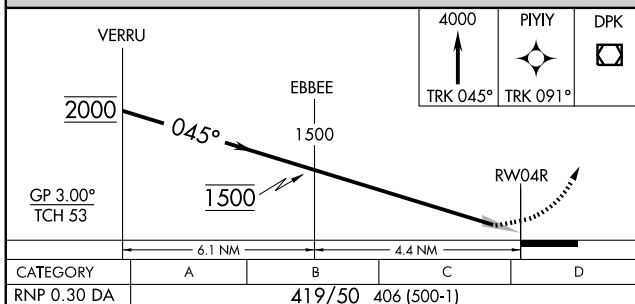
ALSF-2

**MISSED APPROACH:** Climb to 4000 via 045° track to PIYIY and via 091° track to DPK VOR/DME and hold.

CLNC DEL  
135-05 348-6



## RADAR REQUIRED



NE-2: 17 DEC 2009 to 14 JAN 2010

**SPECIAL AIRCRAFT AND AIRCREW  
AUTHORIZATION REQUIRED**

APP CRS	Rwy Idg	<b>8400</b>
<b>225°</b>	TDZE	<b>13</b>
	Apt Elev	<b>13</b>

## RNAV (RNP) Z RWY 22L

NEW YORK / JOHN F. KENNEDY INTL (JFK)

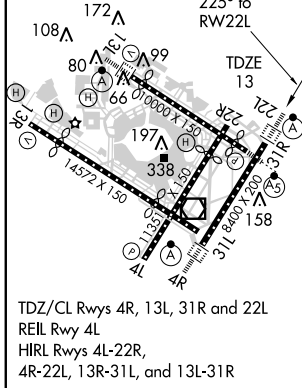
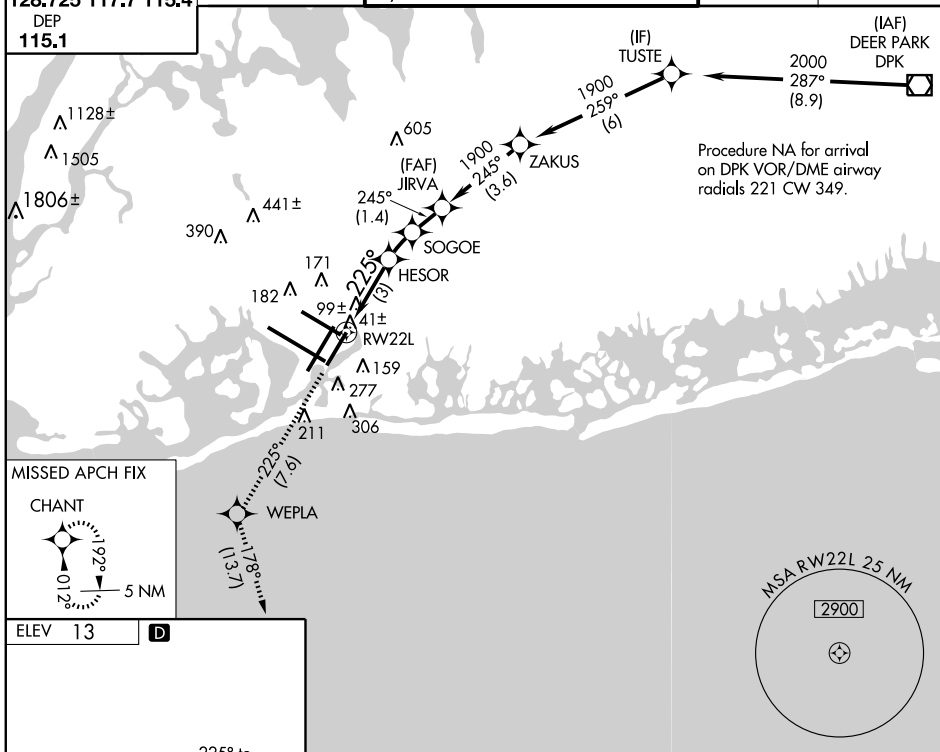
**▼** For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 49°C (120°F). RF and GPS Required. For inoperative ALSF, increase RNP 0.20 DA visibility to RVR 5000 all Cats, RNP 0.30 DA visibility to RVR 6000 all Cats. Visibility reduction by helicopters NA.

ALSF-2



**MISSED APPROACH:** Climb to 3000 via 225° track to WEPLA and via 178° track to CHANT and hold.

ARR	ATIS (NE) (SW)	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
<b>128.725</b>	<b>117.7</b>	<b>127.4</b>	Rwys 4R/22L and 13L/31R <b>119.1</b> <b>281.55</b>	<b>121.9</b> <b>348.6</b>	<b>135.05</b> <b>348.6</b>
<b>DEP</b>			Rwys 4L/22R and 13R/31L <b>123.9</b> <b>281.55</b>		
<b>115.1</b>					



	3000	WEPLA	CHANT	JIRVA	ZAKUS	TUSTE	Procedure Turn NA
	225° trk	178° trk		1900	245°	259°	2000
	VGSI and RNAV glidepath not coincident.	HESOR 1017	SOGOE 1426				GP 3.00° TCH 50
		225°	225°	245°	259°	1900	
		3 NM	1.3	1.4	3.6 NM	6 NM	
CATEGORY	A	B	C	D			
RNP 0.20 DA		339/40	326 (400-3/4)				
RNP 0.30 DA		408/50	395 (400-1)				

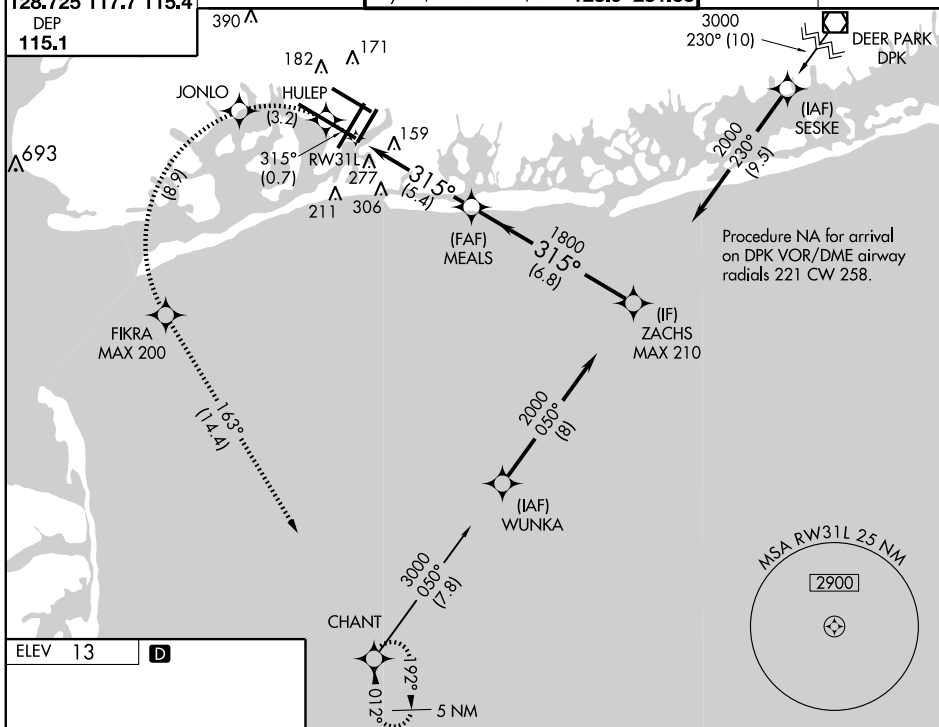
**SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED**

RNAV (RNP) Z RWY 31L  
NEW YORK / JOHN F. KENNEDY INTL (JFK)

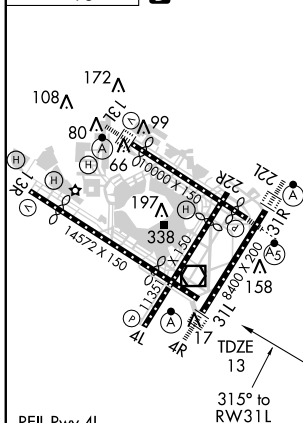
**MISSED APPROACH:** (Do not exceed 200 KIAS until FIKRA) Climb to 3000 via 315° track to HULEP, and via left turn to JONLO, and via left turn to FIKRA, and via 163° track to CHANT and hold.

<b>T</b>	For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 49°C (120°F). Missed approach requires
<b>A NA</b>	RNP less than 1.0. *RNP 0.30 missed approach requires minimum climb of 463' per NM to 700. RF and GPS Required.

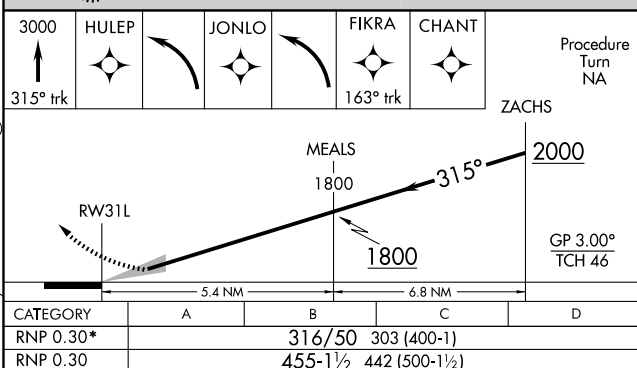
ATIS		NEW YORK APP CON		KENNEDY TOWER		GND CON		CLNC DEL	
ARR	(NE) (SW)			Rwys 4R/22L and 13L/31R					
128.725	117.7	117.4	115.4	127.4	269.0	119.1	281.55	121.9	348.6
						123.9	281.55		135.05 348.6



ELEV	13	D
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REIL Rwy 4L  
HIRL Rwy 4L-22R,  
4R-22L, 13R-31L, and 13L-31R  
TDZ/CL Rwy 4R, 13L, 31R and 22L

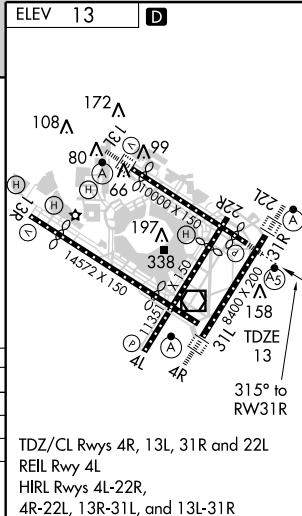
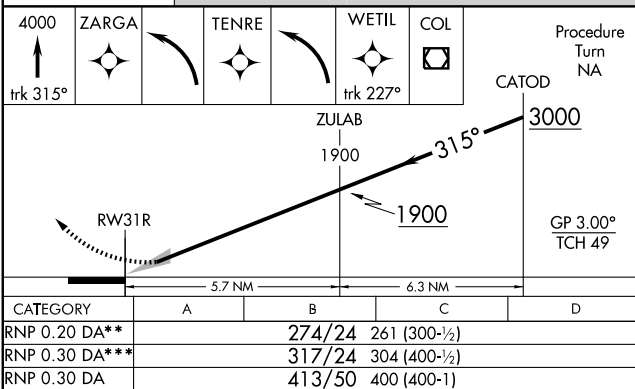


**SPECIAL AIRCRAFT AND AIRCREW  
AUTHORIZATION REQUIRED**

RNAV (RNP) Z RWY 31R  
NEW YORK / JOHN F. KENNEDY INTL (JFK)

**MISSED APPROACH:** (Do not exceed 200 KIAS until WETIL) Climb to 4000 via track 315° to ZARGA and via left turn to TENRE and via left turn to WETIL and via track 227° to COI VOR/DME and hold

	CLNC DEL
6	<b>135.05 348.6</b>



NE-2 17 DEC 2009 to 14 JAN 2010

## SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

## SEAVIEW TWO DEPARTURE

SL-610 (FAA)

NEW YORK, NEW YORK

ATIS DEP 115.1 128.725  
CLNC DEL  
135.05 348.6  
NEW YORK DEP CON  
135.9 353.750

GAYEL  
N41°24.40'  
W74°21.43'  
L-33-34, H-10-12

HAAYS  
N41°19.20'  
W74°28.03'  
L-33-34

NEION  
N41°13.69'  
W74°34.85'  
L-33-34, H-10-12

COATE  
N41°08.17'  
W74°41.71'  
L-33-34, H-10-12

ELIOT  
N40°49.11'  
W75°07.81'  
L-33-34, H-10-12

PARKE  
N40°40.99'  
W75°04.59'  
L-33-34, H-10-12

LANNA  
N40°33.58'  
W75°01.66'  
L-33-34, H-10-12

BIGGY  
N40°25.18'  
W74°58.36'  
L-33-34, H-10-12

YARDLEY  
108.2 ARD  
Chan 19  
N40°15.20'-W74°54.46'  
L-34, H-10-12

ROBBINSVILLE  
113.8 RBV  
Chan 85  
N40°12.14'-W74°29.70'  
L-34, H-10-12

SOLBERG  
112.9 SBJ  
Chan 76  
N40°34.98'-W74°44.51'  
L-33-34, H-10-12

CANARSIE  
112.3 CRI  
Chan 70  
N40°36.75'  
W73°53.67'  
L-33-34

SPARTA  
115.7 SAX  
Chan 104  
N41°04.05'-W74°32.30'  
L-33-34, H-10-12

LA GUARDIA  
113.1 LGA  
Chan 78  
N40°47.02'  
W73°52.14'  
L-33-34, H-10-12

DEER PARK  
117.7 DPK  
Chan 124  
N40°47.51'-W73°18.22'  
L-33-34, H-10-12

KENNEDY  
115.9 JFK  
Chan 106  
N40°37.97'-W73°46.28'  
L-33-34, H-10-12

SHIPP  
N40°19.77'  
W73°14.84'  
L-34

BRIDGE  
414 OGY  
N40°34.09'  
W73°52.98'  
L-34

SEIFF  
JFK (55)  
N40°04.61'  
W72°49.06'  
H-10

WHITE  
N40°00.41'  
W74°15.08'  
L-34, H-10-12

BREEZY POINT  
CLIMB

BRIDGE  
CLIMB

DIXIE  
N40°05.93'  
W74°09.78'  
L-34

## TAKEOFF MINIMUMS:

Rwys 4L, 4R, 13L, 22L, 22R: STANDARD.  
Rwy 13R: 300-2 or STANDARD with minimum  
climb 220' per mile to 300'.  
Rwys 31L, 31R: 1800-3 or STANDARD with  
minimum climb 240' per mile to 2400'.

(Continued on next page)

NOTE: Chart not to scale.

## SEAVIEW TWO DEPARTURE

SL-610 (FAA)

NEW YORK, NEW YORK

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet. Thence....

TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet. Thence....

TAKE-OFF RUNWAYS 22L/R: Climb on runway heading, maintain 5,000 feet. Thence....

GATEWAY CLIMB: \*Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet. Thence....

TAKE-OFF RUNWAYS 31L/R:

BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet. Thence....

BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME), cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet. Thence....

CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet. Thence....

....Via vectors to the JFK R-139 to SEIFF DME fix, then turn right proceed direct to the JFK VOR/DME. Expect vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

\*To be assigned during the period 2200-0700 local.

NOTE: RNAV equipped aircraft only.

NOTE: This procedure requires overwater flight not to exceed 50 miles.

NOTE: Departure procedure to be used when assigned by ATC only.

NOTE: COATE departures except vectors to SAX VORTAC or SAX R-311.

NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerline. Cross DER at or above 35' AGL/47' MSL.

Rwy 4R, cross DER at or above 21' AGL/33' MSL.

Rwy 13L, cross DER at or above 3' AGL/15' MSL.

Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.

## SKORR ONE DEPARTURE (RNAV)

SL-610 (FAA)

NEW YORK, NEW YORK

ATIS DEP  
115.1 128.725  
CLNC DEL  
135.05 348.6  
NEW YORK DEP CON  
135.9 353.750

NOTE: DME/DME/IRU or GPS Required.  
NOTE: RNAV 1.

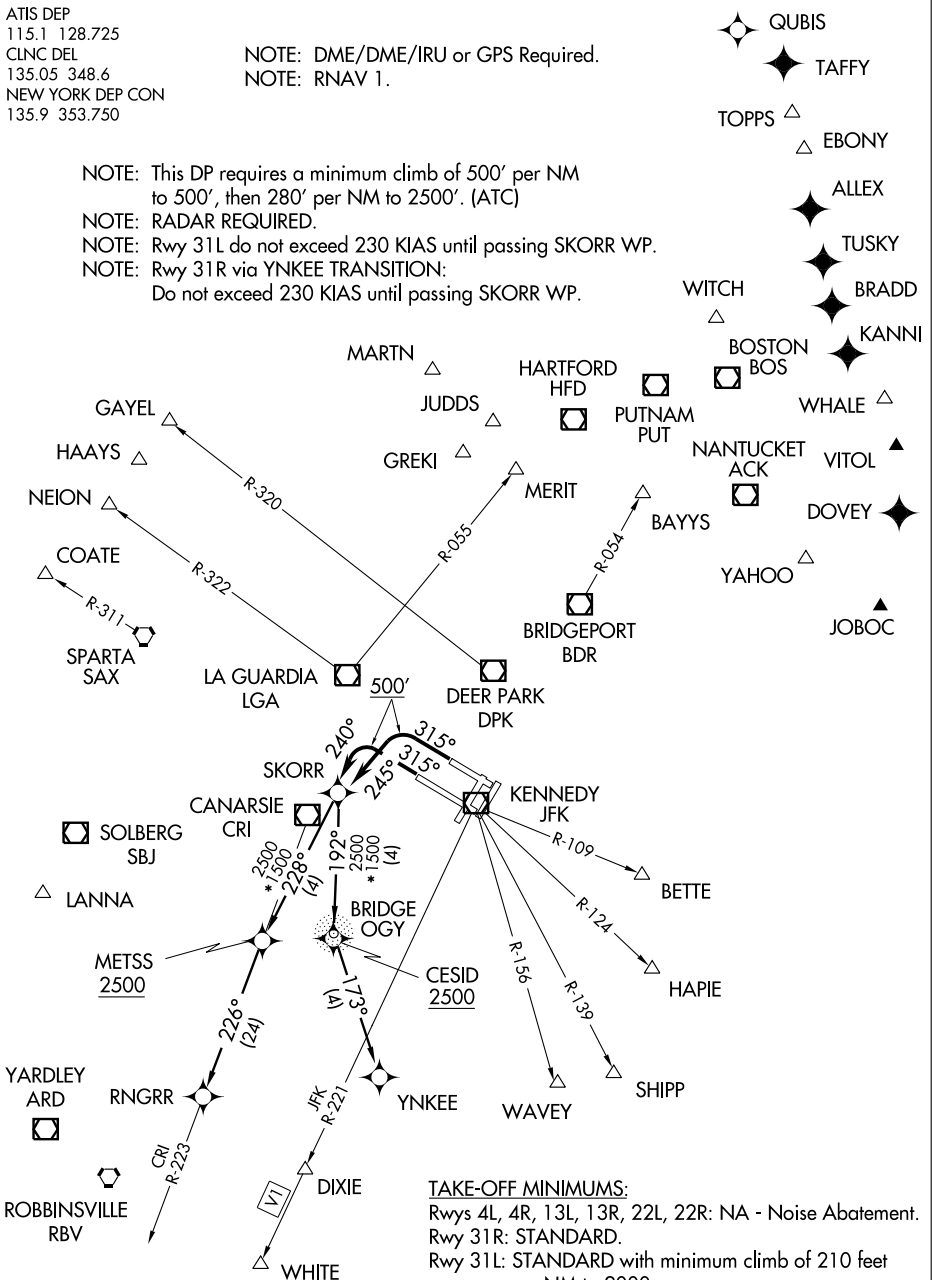
NOTE: This DP requires a minimum climb of 500' per NM to 500', then 280' per NM to 2500'. (ATC)

NOTE: RADAR REQUIRED.

NOTE: Rwy 31L do not exceed 230 KIAS until passing SKORR WP.

NOTE: Rwy 31R via YNKEE TRANSITION:

Do not exceed 230 KIAS until passing SKORR WP.



## TAKE-OFF MINIMUMS:

Rwys 4L, 4R, 13L, 13R, 22L, 22R: NA - Noise Abatement.

Rwy 31R: STANDARD.

Rwy 31L: STANDARD with minimum climb of 210 feet per NM to 2000.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 31R: Climb via 315° heading to at or above 500 feet, then via 245° course to SKORR WP. Thence . . . .

TAKE-OFF RUNWAY 31L: Climb via 315° heading to at or above 500 feet, then via 240° course to SKORR WP. Thence . . . .

. . . . Maintain 5000 feet. Expect clearance to filed altitude/flight level ten minutes after departure.

RNGRR TRANSITION (SKORR1.RNGRR): Cross METSS WP at or above 2500'.

YNKEE TRANSITION (SKORR1.YNKEE): Cross CESID WP at or above 2500'.

TAKE-OFF OBSTACLES

Rwy 31L: Tree 2,075 feet from DER, 435 feet left of centerline, 79' AGL/91' MSL. Bush 256 feet from DER, 529 feet left of centerline, 13' AGL/25' MSL. Terrain 381 feet left of DER, 0' AGL/14' MSL.

Rwy 31R: Approach light 189 feet from DER, 8 feet right of centerline, 5' AGL/18' MSL. Light pole 713 feet from DER, 14 feet left of centerline, 18' AGL/31' MSL. Multiple fence and light poles from 409 feet to 624 feet from DER, right of centerline from 10' AGL/23' MSL to 30' AGL/43' MSL. Multiple light poles and tree 281 feet to 1,641 feet from DER, left of centerline from 13' AGL/26' MSL to 54' AGL/67' MSL.

NOTE: North American routes via...

...BETTE expect radar vectors to BETTE direct ACK VOR/DME.

...GREKI expect radar vectors to GREKI direct JUDDS direct MARTN.

...HAPIE expect radar vectors to HAPIE direct YAHOO.

...MERIT expect radar vectors to MERIT direct HFD VOR/DME then direct PUT VOR/DME then...

...TOPPS or EBONY expect direct.

...ALLEX via direct WITCH direct.

...TUSKY and SOUTH expect direct BOS VOR/DME direct.



AL-610 (FAA)

VOR/DME JFK <b>115.9</b> Chan <b>106</b>	APP CRS <b>232°</b>	Rwy Idg <b>8400</b> TDZE <b>13</b> Apt Elev <b>13</b>
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VOR/DME RWY 22L

NEW YORK / JOHN F. KENNEDY INTL (JFK)



ALSF-2



**MISSED APPROACH:** Climbing left turn to 3000  
via JFK R-190 to CHANT Int/19 DME and hold.

	ARR	ATIS (NE)	(SW)
	<b>128.725</b>	<b>117.7</b>	<b>115.4</b>
	DEP		
	<b>115.1</b>		

NEW YORK APP CON

127.4 269.0

KENNEDY TOWER

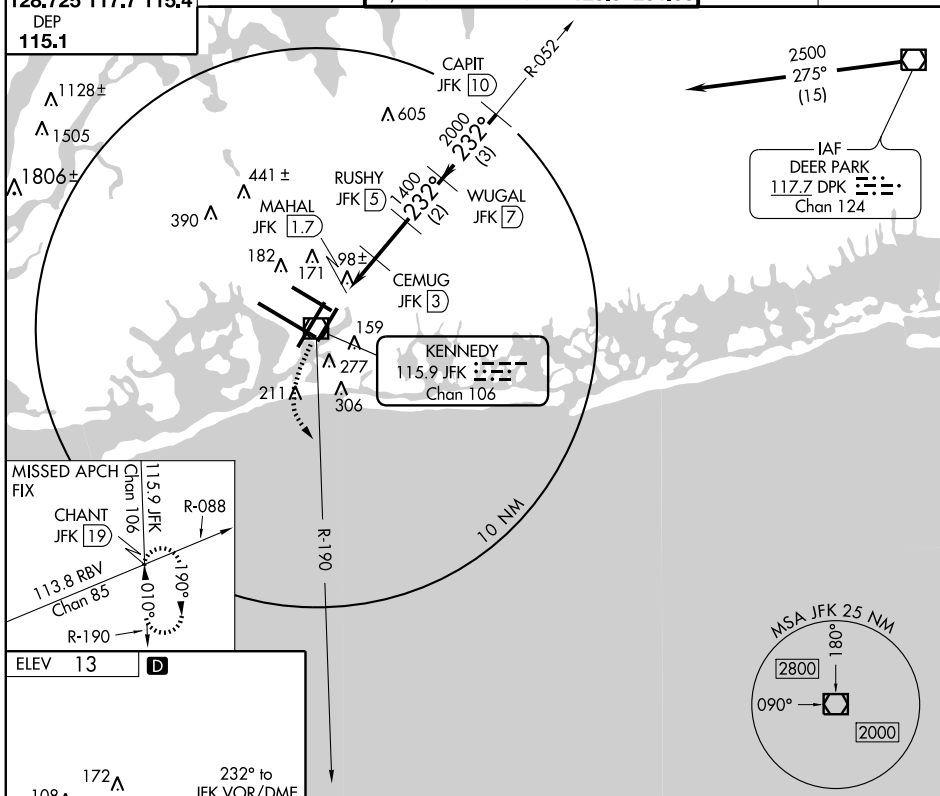
Rwys 4R/22L and 13L/31R	<b>119.1</b>	<b>281.55</b>
Rwys 4L/22R and 13R/31L	<b>123.9</b>	<b>281.55</b>

GND CON

121.9 348.6

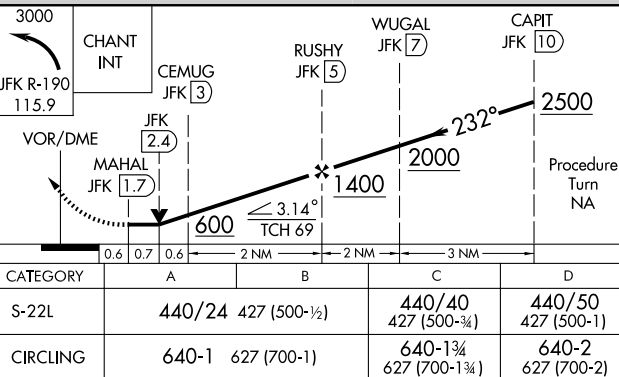
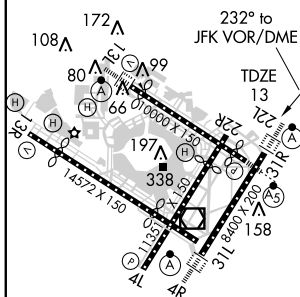
CINC DEI

**35.05 348.6**



ELEV	13
------	----

**D**



REIL Rwy 4L  
HIRL Rwy 4L-22R  
4R-22L, 13R-31L, and 13L-31R  
TDZ/CL Rwy 4R, 13L, 31R and 22L

NE-2: 17 DEC 2009 to 14 JAN 2010

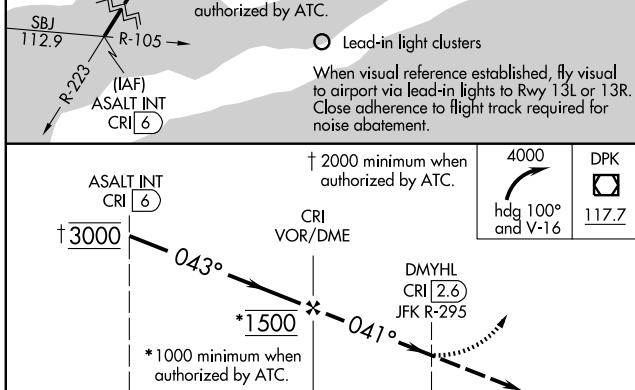
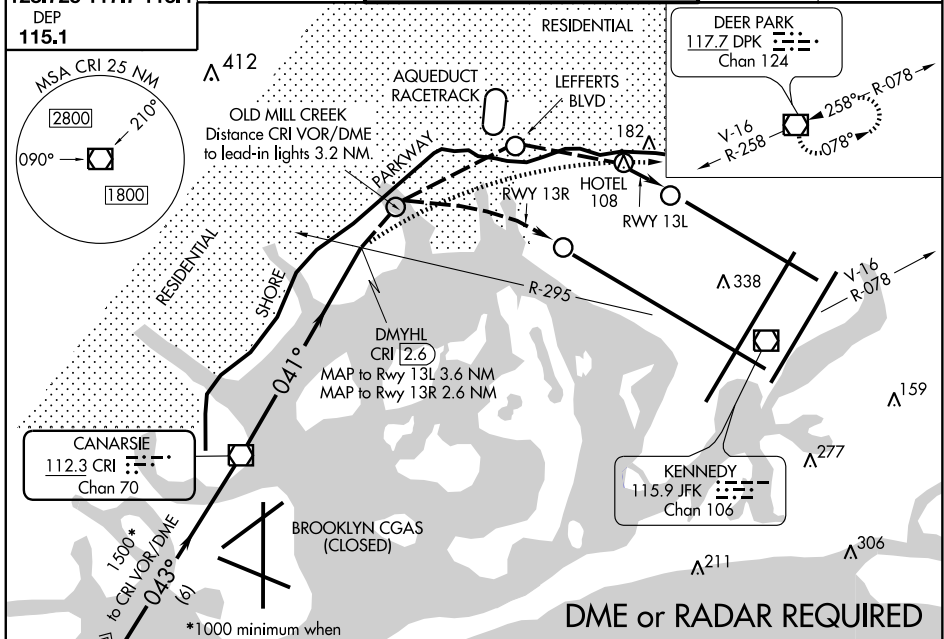
VOR/DME CRI	APP CRS	Rwy Idg	13R	11966
<b>112.3</b>	<b>041°</b>	13L		<b>9095</b>
Chan <b>70</b>		TDZE		<b>13</b>
		Apt Elev		<b>13</b>

# VOR or GPS RWY 13L/13R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

<p>▼ ▲</p> <p>For inoperative LDIN, procedure not authorized.</p>	<p>Rwy 13L ALSIF-2</p> <p>▲</p>	<p>MISSED APPROACH: At or beyond MAP, climbing right turn to 4000 via heading 100° and V-16 to DPK VOR/DME and hold.</p>
---	-------------------------------------	--

<p>ATIS (NE) (SW)</p> <p>ARR <b>128.725 117.7 115.4</b></p> <p>DEP <b>115.1</b></p>	<p>NEW YORK APP CON</p> <p><b>127.4 269.0</b></p>	<p>KENNEDY TOWER</p> <p>Rwys 4R/22L and 13L/31R <b>119.1 281.55</b></p> <p>Rwys 4L/22R and 13R/31L <b>123.9 281.55</b></p>	<p>GND CON</p> <p><b>121.9 348.6</b></p>	<p>CLNC DEL</p> <p><b>135.05 348.6</b></p>
---	---	--	--	--



CATEGORY	A	B	C	D
LDIN-13L	800-2 787 (800-2)		800-2 1/4 787 (800-2 1/4)	800-2 1/2 787 (800-2 1/2)
LDIN-13R	800-2 787 (800-2)		800-2 1/4 787 (800-2 1/4)	800-2 1/2 787 (800-2 1/2)

REIL Rwy 4L	HIRL Rwys 4L-22R	4R-22L, 13R-31L, and 13L-31R	TDZ/CL Rwys 4R, 13L, 31R and 22L
FAF to MAP 2.6 NM			
Knots	60	90	120 150 180
Min:Sec	2:36	1:44	1:18 1:02 0:52

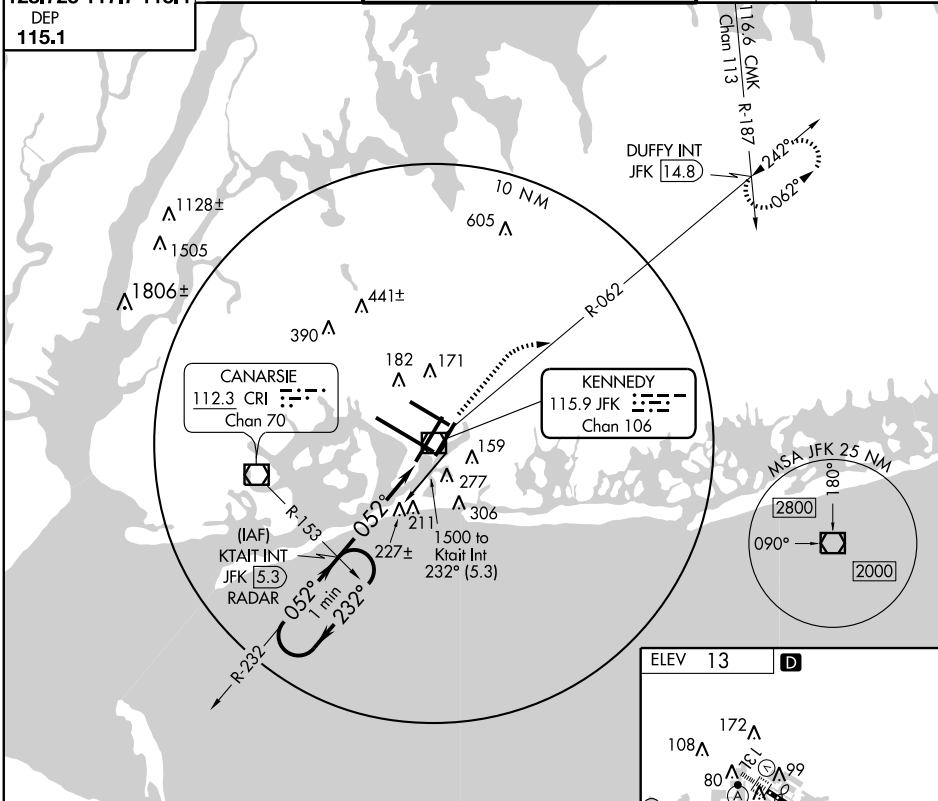
AL-610 (FAA)

NEW YORK / JOHN F. KENNEDY INTL (JFK)

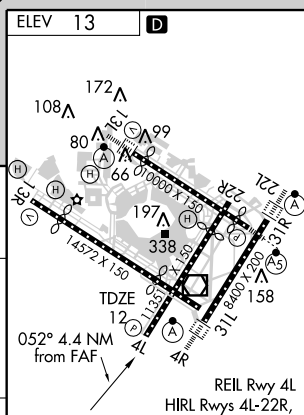
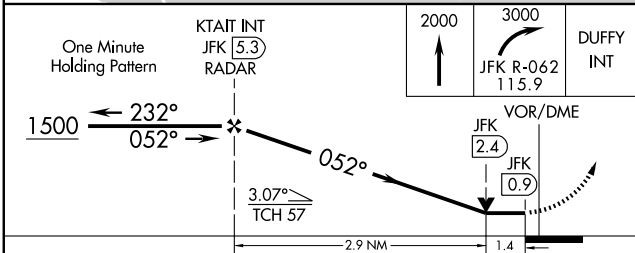
VOR/DME JFK <b>115.9</b> Chan <b>106</b>	APP CRS <b>052°</b>	Rwy Idg <b>11351</b> TDZE <b>12</b> Apt Elev <b>13</b>
--	------------------------	--

**MISSED APPROACH:** Climb to 2000, then climbing right turn to 3000 via JFK R-062 to DUFFY Int/JFK 14.8 DME and hold.

ATIS		NEW YORK APP CON		KENNEDY TOWER		GND CON		CLNC DEL	
ARR	(NE) (SW)			Rwys 4R/22L and 13L/31R					
128.725	117.7	127.4	269.0	Rwys 4L/22R and 13R/31L	119.1	281.55	121.9	348.6	135.05 348.6



NE-2, 17 DEC 2009 to 14 JAN 2010



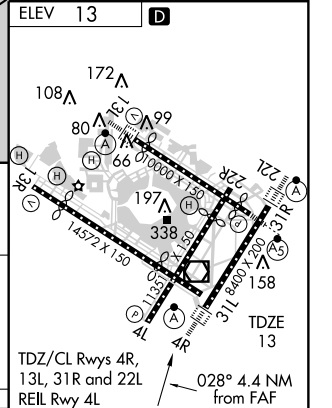
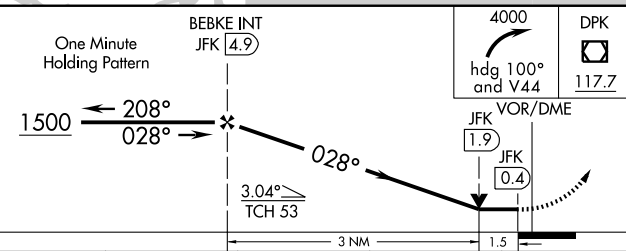
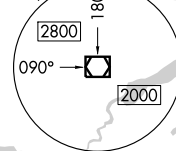
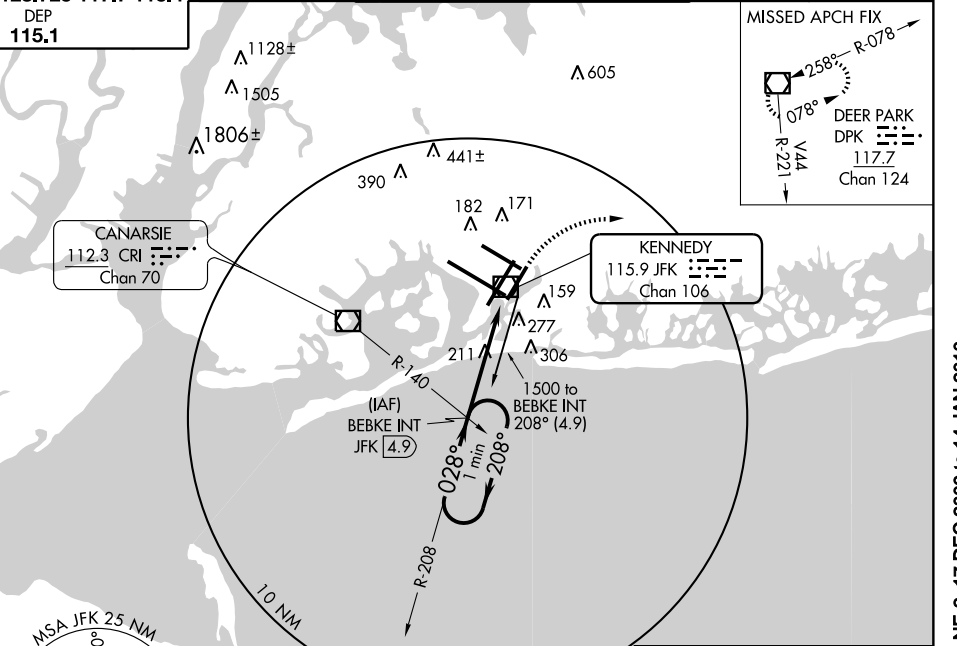
CATEGORY	A	B	C	D
S-4L	540/50	528 (600-1)	540-1½ 528 (600-1½)	540-1¾ 528 (600-1¾)
CIRCLING	640-1	627 (700-1)	640-1¾ 627 (700-1¾)	640-2 627 (700-2)

4R-22L, 13R-31L, and 13L-31R TDZ/CL Rwy's 4R, 13L, 31R and 22L					
FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

ALSF-2

MISSED APPROACH: Climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER		GND CON	CLNC DEL
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1 281.55	121.9 348.6	135.05 348.6
DEP					Rwys 4L/22R and 13R/31L	123.9 281.55		
128.725	117.7	115.4						
115.1								



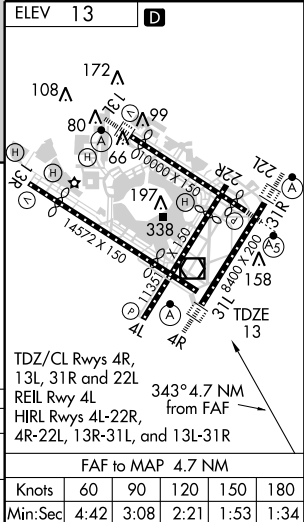
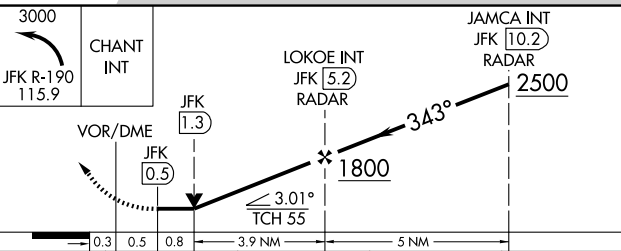
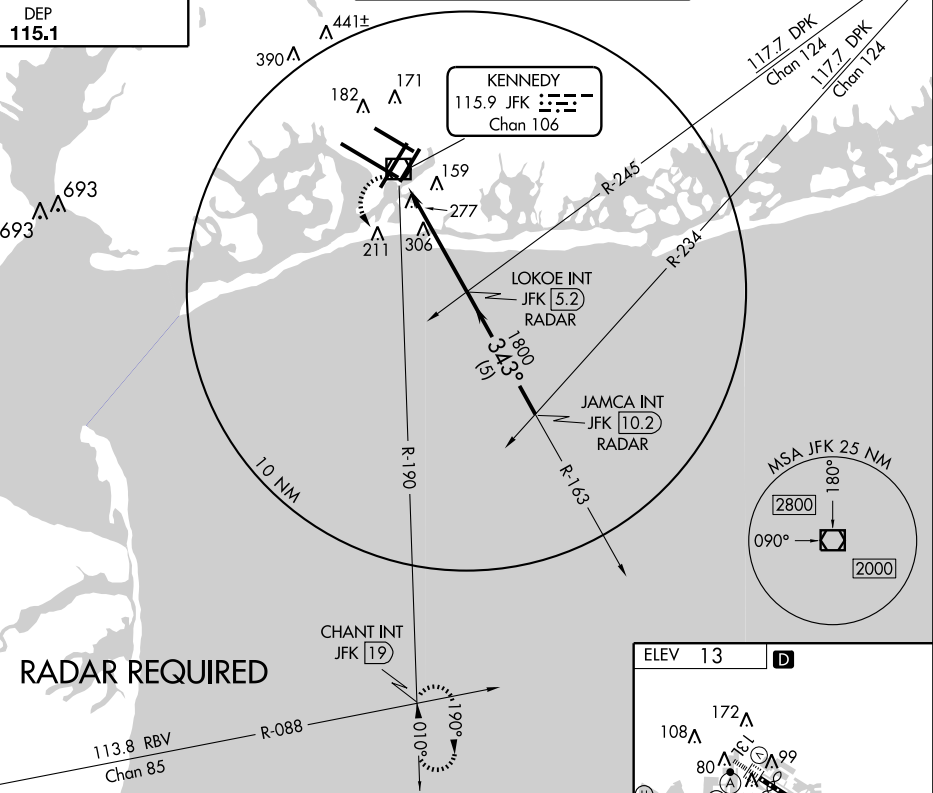
CATEGORY	A	B	C	D	HIRL Rwy's 4L-22R, 4R-22L, 13R-31L, and 13L-31R					
S-4R	540/24 527 (600-½)		540/50 527 (600-1)	540/60 527 (600-1¼)	FAF to MAP 4.4 NM					
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)	Knots	60	90	120	150	180
					Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2, 17 DEC 2009 to 14 JAN 2010

VOR/DME JFK	APP CRS	Rwy Idg
115.9	343°	11248
Chan 106		TDZE 13
		Apt Elev 13

MISSED APPROACH: Climbing left turn to 3000 via JFK R-190 to CHANT Int/JFK 19 DME and hold.

ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW)	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55	121.9 348.6	135.05 348.6
DEP		Rwys 4L/22R and 13R/31L 123.9 281.55		
115.1				



NE-2.17 DEC 2009 to 14 JAN 2010

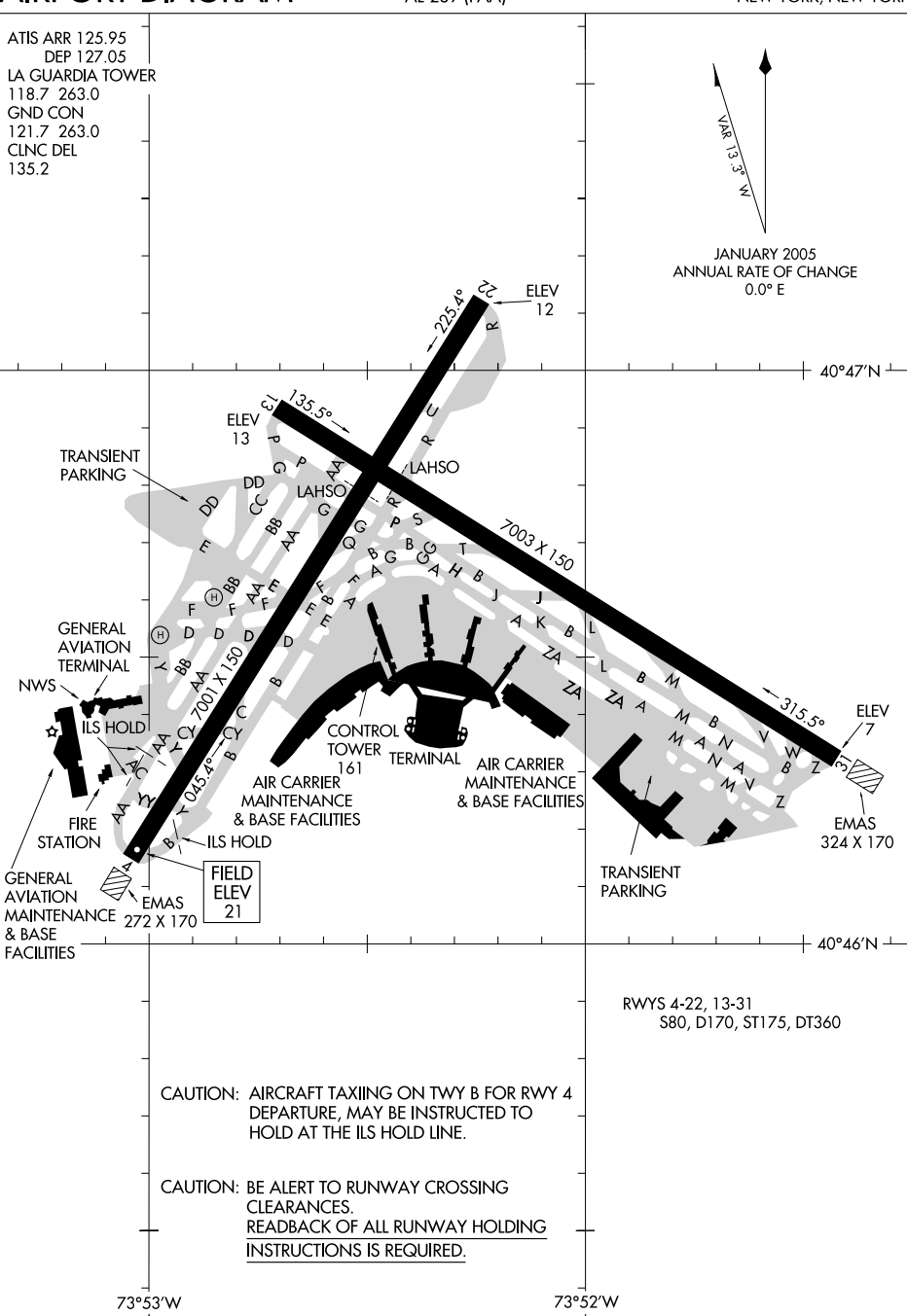
# AIRPORT DIAGRAM

AL-289 (FAA)

NEW YORK/LA GUARDIA (LGA)  
NEW YORK, NEW YORK

ATIS ARR 125.95  
DEP 127.05  
LA GUARDIA TOWER  
118.7 263.0  
GND CON  
121.7 263.0  
CLNC DEL  
135.2

VAR 13.3° W  
JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.0° E



LOC I-URD	APP CRS	Rwy Idg	<b>7001</b>
<b><u>110.5</u></b>	<b>224°</b>	TDZE	<b>14</b>
		Apt Elev	<b>22</b>

COPTER ILS/DME RWY 22  
NEW YORK/LA GUARDIA (LGA)

NEW YORK/LA GUARDIA (LGA)

**A NA**

ALSF-1

**MISSED APPROACH:** Climb to 2700 via LGA VOR/DME R-225 to PROUD Int and hold.

ATIS ARR	125.95
ATIS DEP	127.05

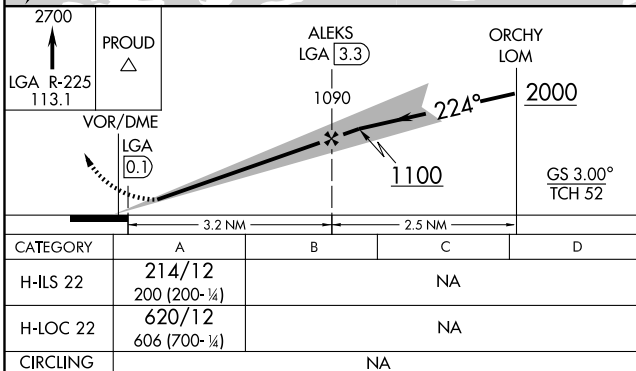
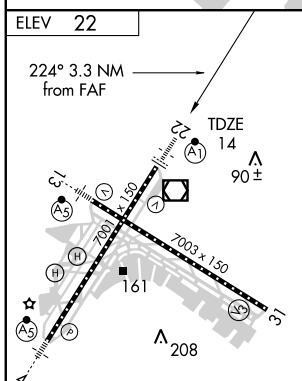
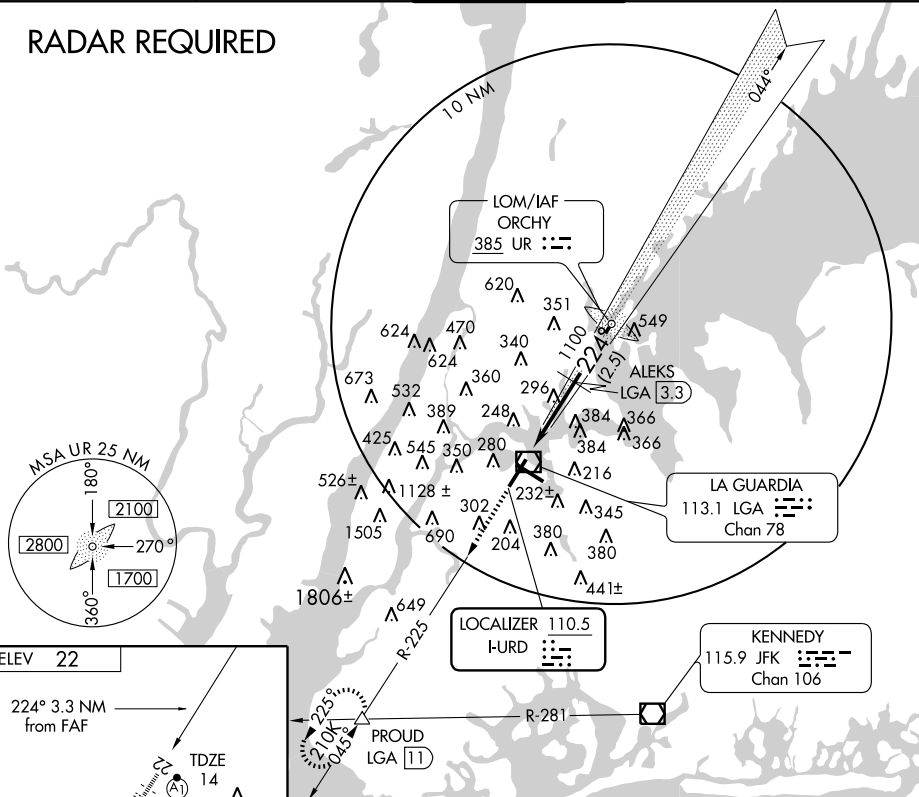
NEW YORK APP CON  
120.8 263.0

LA GUARDIA TOWER  
118.7 263.0

GND CON  
121.7 263.0

CLNC DEL  
**135.2**

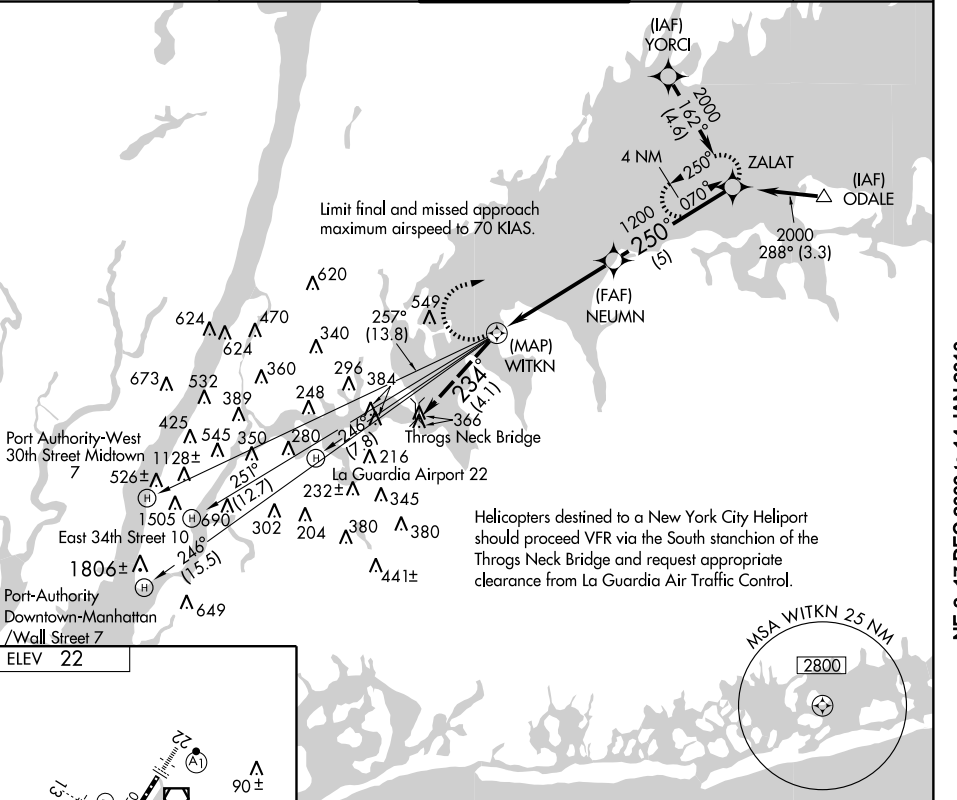
## RADAR REQUIRED



TDZ/CL Rwy 22  
HIRL Rwys 4-22 and 13-31  
REIL Rwys 13, 22, and 31

NE-2: 17 DEC 2009 to 14 JAN 2010

 NA		Use La Guardia altimeter setting.		MISSED APPROACH: Climbing right turn to 1000 until heading through 070°, climb to 2000 direct ZALAT WP and hold.		
ATIS ARR	125.95	NEW YORK APP CON	120.8 263.0	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP	127.05			118.7 263.0	121.7 263.0	135.2



1000

2000

ZALAT

HDG 070°

Proceed VFR

(MAP) WITKN

NEUMN

ZALAT

2000

1200

4.9 NM

5 NM

Procedure Turn NA

CATEGORY	COPTER
H-250°	480-¾ 351 (400-¾)
CIRCLING	NA

TDZ/CL Rwy 22

HIRL Rwy 4-22 and 13-31

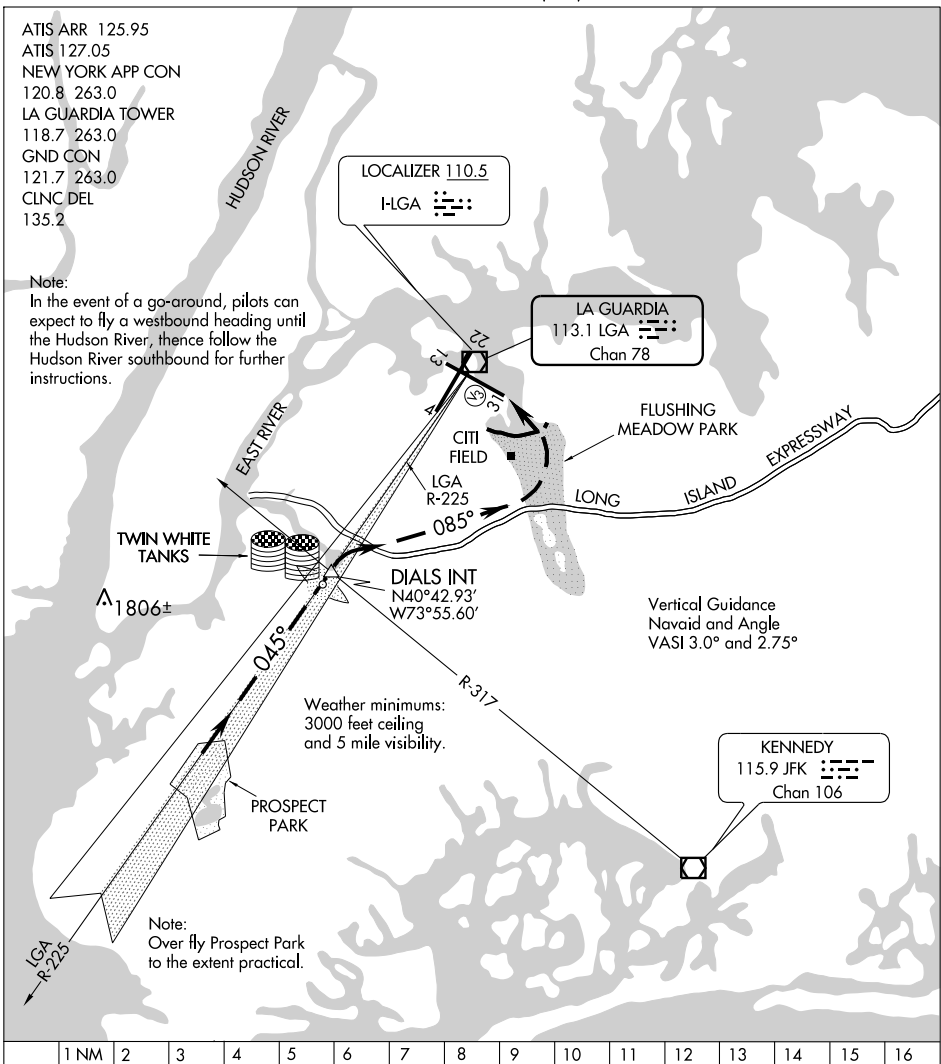
REIL Rwy 13, 22, and 31

NE-2: 17 DEC 2009 to 14 JAN 2010



ATIS ARR 125.95  
ATIS 127.05  
NEW YORK APP CON  
120.8 263.0  
LA GUARDIA TOWER  
118.7 263.0  
GND CON  
121.7 263.0  
CLNC DEL  
135.2

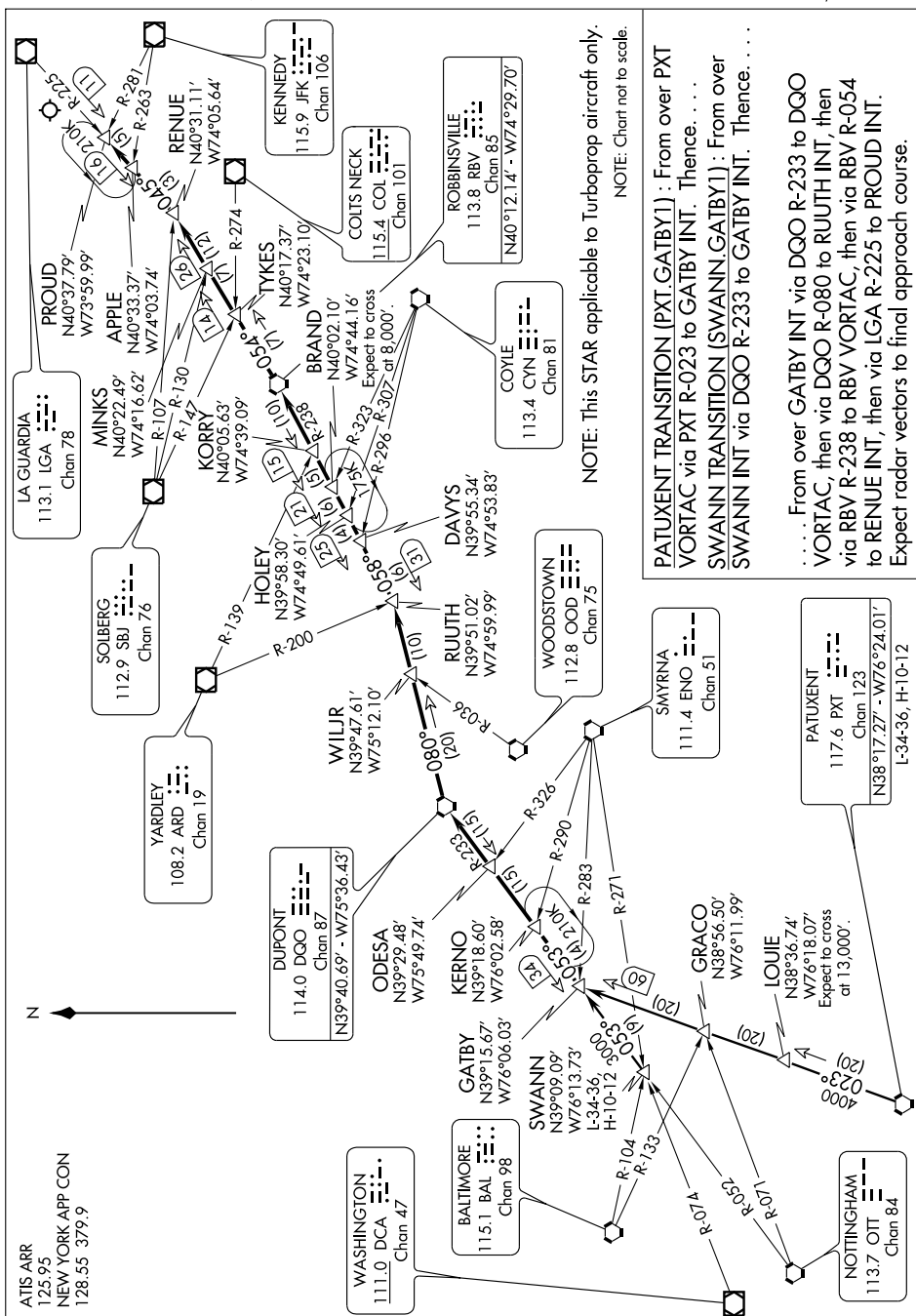
Note:  
In the event of a go-around, pilots can expect to fly a westbound heading until the Hudson River, thence follow the Hudson River southbound for further instructions.



## EXPRESSWAY VISUAL RWY 31

When cleared for an Expressway Approach to Rwy 31 (while on LGA VOR/DME R-225) cross DIALS INT at 2500 feet or above. Turn right at DIALS INT heading 085° and descend to Runway 31 via Long Island Expressway and Flushing Meadow Park. Use LGA Rwy 4 localizer for course guidance when LGA VOR is not available.

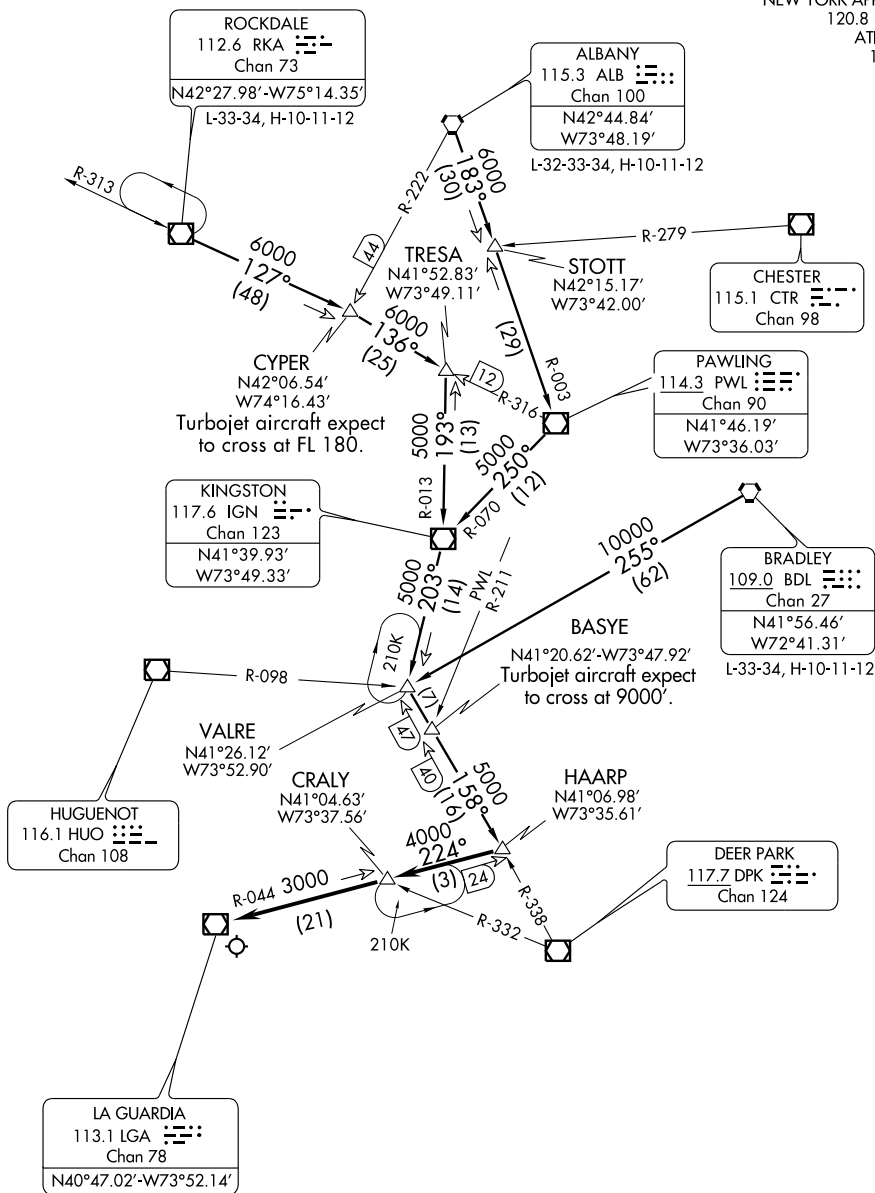
## GATBY ONE ARRIVAL



NE-2, 17 DEC 2009 to 14 JAN 2010

# (HAARP.HAARP1) 09295 HAARP ONE ARRIVAL

ST-289 (FAA)

LA GUARDIA  
NEW YORK, NEW YORKNEW YORK APP CON  
120.8 263.0  
ATIS ARR  
125.95

NOTE: RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-2, 17 DEC 2009 to 14 JAN 2010

## ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.HAARP1): From over ALB VORTAC via PWL R-003 to PWL VOR/DME, then via PWL R-250 and IGN R-070 to IGN VOR/DME, then via IGN R-203 to VALRE INT, then via DPK R-338 to HAARP INT, thence. . . .

BRADLEY TRANSITION (BDL.HAARP1): From over BDL VORTAC via BDL R-255 to VALRE INT, then via DPK R-338 to HAARP INT, thence. . . .

ROCKDALE TRANSITION (RKA.HAARP1): From over RKA VOR/DME via RKA R-127 to CYPEN INT, then via PWL R-316 to TRESA INT, then via IGN R-013 to IGN VOR/DME, then via IGN R-203 to VALRE INT, then via DPK R-338 to HAARP INT, thence. . . .

. . . .From over HAARP INT via LGA R-044 to CRALY INT, then via LGA R-044 to LGA VOR/DME. Expect radar vectors to final approach course.

LOC I-LGA	APP CRS	Rwy Idg	7001
110.5	044°	TDZE	21
		Apt Elev	21

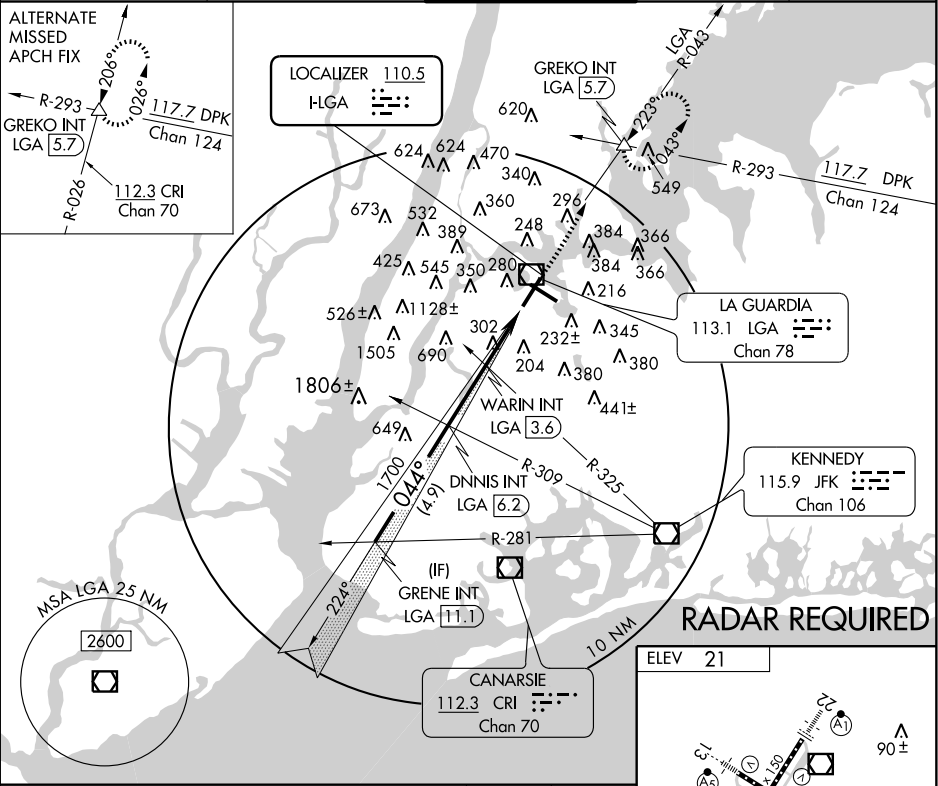
ILS or LOC RWY 4  
NEW YORK/LA GUARDIA (LGA)

When VGSI inop, straight-in/circling Rwy 4 procedure NA at night.  
Visibility reduction by helicopters NA. For inoperative MALSRL, increase S-LOC 4 Cats A/B visibility to RVR 5000.

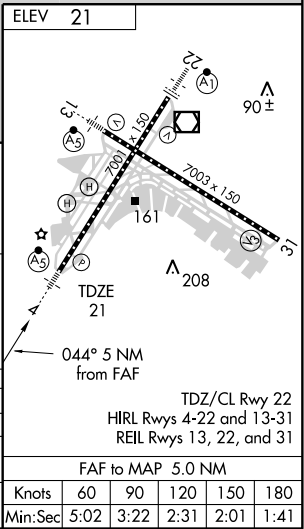
MALSRL

MISSED APPROACH: Climb to 2000 via LGA VOR/DME R-043 to GREKO Int/LGA 5.7 DME and hold.

ATIS ARR	125.95	NEW YORK APP CON	120.8 263.0	LA GUARDIA TOWER	118.7 263.0	GND CON	121.7 263.0	CLNC DEL	135.2
ATIS DEP	127.05								



GRENE INT LGA 11.1		VGSI and ILS glidepath not coincident.		2000	GREKO INT LGA 5.7
DNNIS INT LGA 6.2		WARIN INT LGA 3.6		LGA R-043 113.1	LGA 1.1
2700		1700		*860	
Procedure Turn NA		GS 3.00°		TCH 52	
*LOC Only.		4.9 NM		2.5 NM	
CATEGORY	A	B	C	D	
S-ILS 4	305/40		284 (300-¾)		
S-LOC 4	560/40 539 (600-¾)		560/50 539 (600-1)		560/60 539 (600-1¼)
CIRCLING	640-1 619 (700-1)		640-1¾ 619 (700-1¾)		700-2¼ 679 (700-2¼)
			679 (700-2¼)		



LOC/DME I-GDI	APP CRS	Rwy Idg	7003
108.5	134°	TDZE	13
Chan 22		Apt Elev	22

▼

DME or RADAR required.

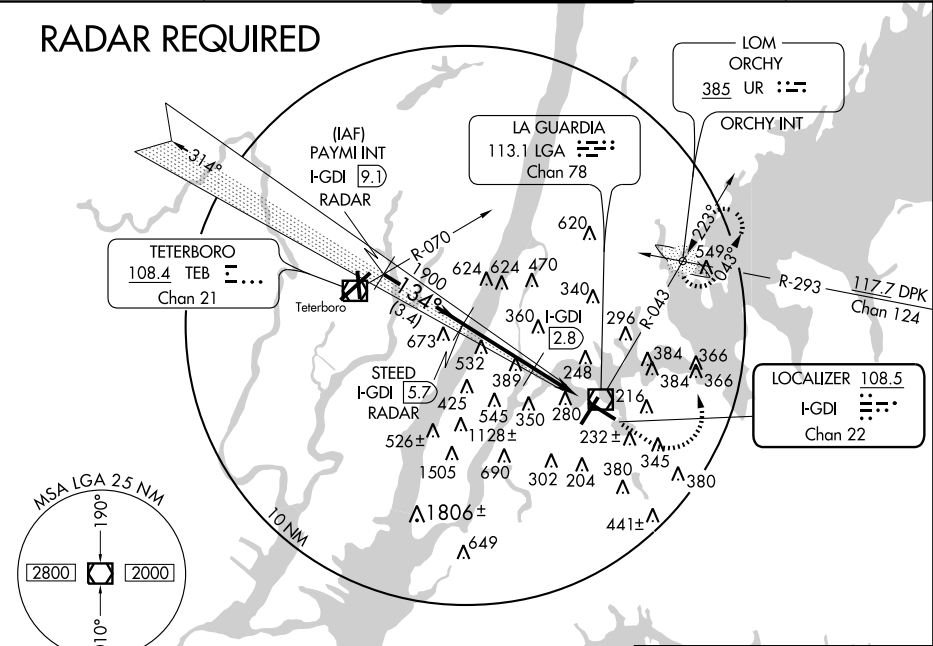
▲

\*\* RVR 1800 authorized with the use of FD or AP or HUD to DA.

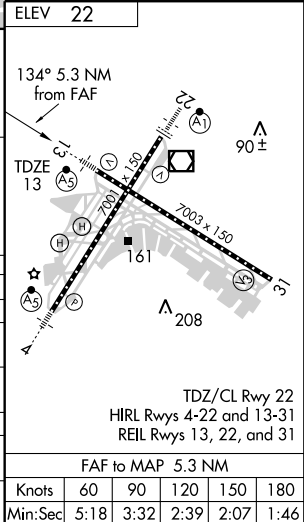
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 via LGA VOR/DME R-043 to ORCHY LOM/Int and hold.

ATIS ARR	125.95	NEW YORK APP CON	120.8 263.0	LA GUARDIA TOWER	118.7 263.0	GND CON	121.7 263.0	CLNC DEL	135.2
ATIS DEP	127.05								



<div><div><div>PAYMINT I-GDI 9.1 RADAR</div><div>2800*</div><div>GS 3.10° TCH 49</div></div><div><div>STEED I-GDI 5.7 RADAR</div><div>1832</div><div>1900</div></div><div><div>I-GDI 2.8</div><div>800</div></div><div><div>I-GDI 0.4</div><div>2000</div><div>LGA R-043 113.1</div></div><div><div>ORCHY</div><div>385</div></div></div> <div><div><div>800</div><div>↑</div></div><div><div>2000</div><div>↶</div></div><div><div>ORCHY</div><div></div></div></div> <div><div><div>134°</div><div></div></div></div> <div><div>*1900 when authorized by ATC.</div></div>				
CATEGORY	A	B	C	D
S-ILS 13		** 213/24	200 (200-½)	
S-LOC 13	800/24 787 (800-½)	800/40 787 (800-¾)	800-1¾ 787 (800-1¾)	800-2 787 (800-2)
CIRCLING	800-1 778 (800-1)	800-1¼ 778 (800-1¼)	800-2¼ 778 (800-2¼)	800-2½ 778 (800-2½)
DME MINIMUMS				
S-LOC 13	500/24 487 (500-½)	500/40 487 (500-¾)	500/50 487 (500-1)	
CIRCLING	580-1 558 (600-1)	600-1 578 (600-1)	620-1½ 598 (600-1½)	700-2¼ 678 (700-2¼)



NE-2: 17 DEC 2009 to 14 JAN 2010

LOC I-URD	APP CRS	Rwy Idg	7001
110.5	224°	TDZE	14
		Apt Elev	22

ILS or LOC RWY 22  
NEW YORK/LA GUARDIA (LGA)

▼

▲

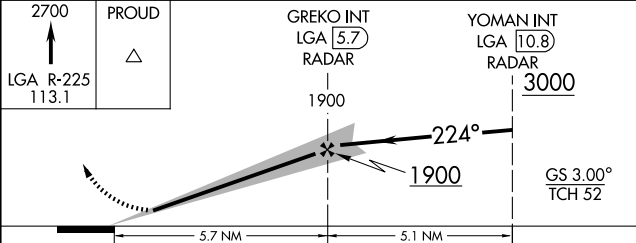
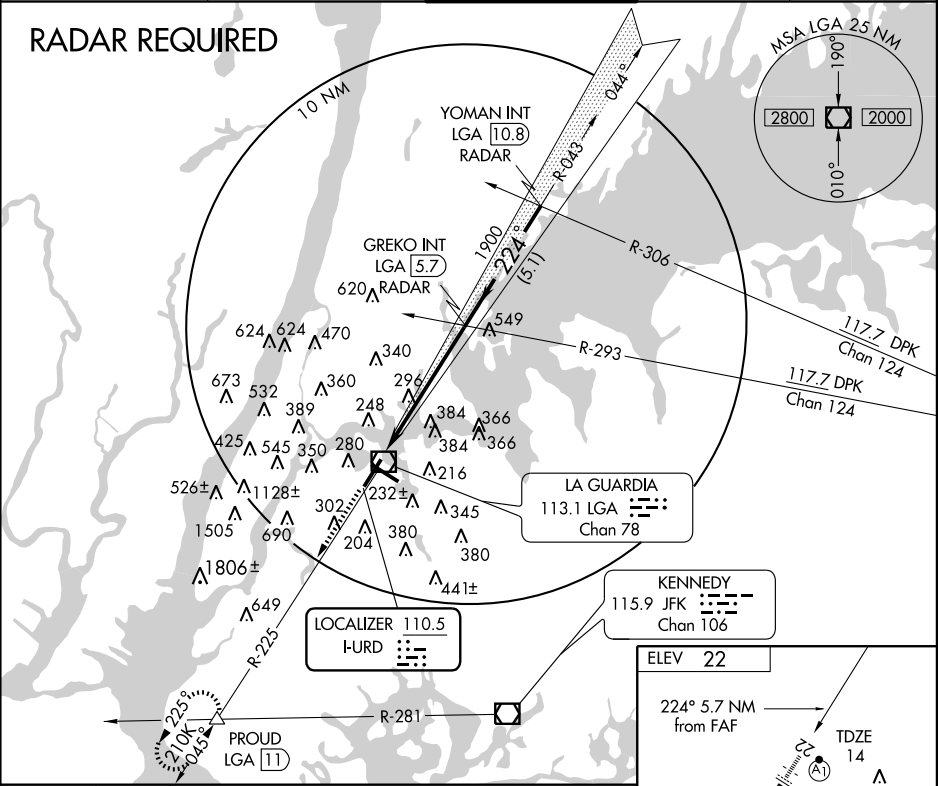
ALSF-1

MISSED APPROACH:

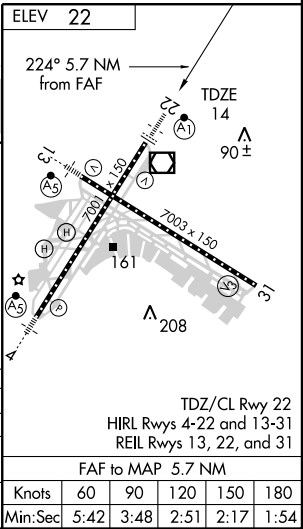
Climb to 2700 via LGA VOR/DME R-225 to PROUD Int/LGA 11 DME and hold.

ATIS ARR	125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP	127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

RADAR REQUIRED



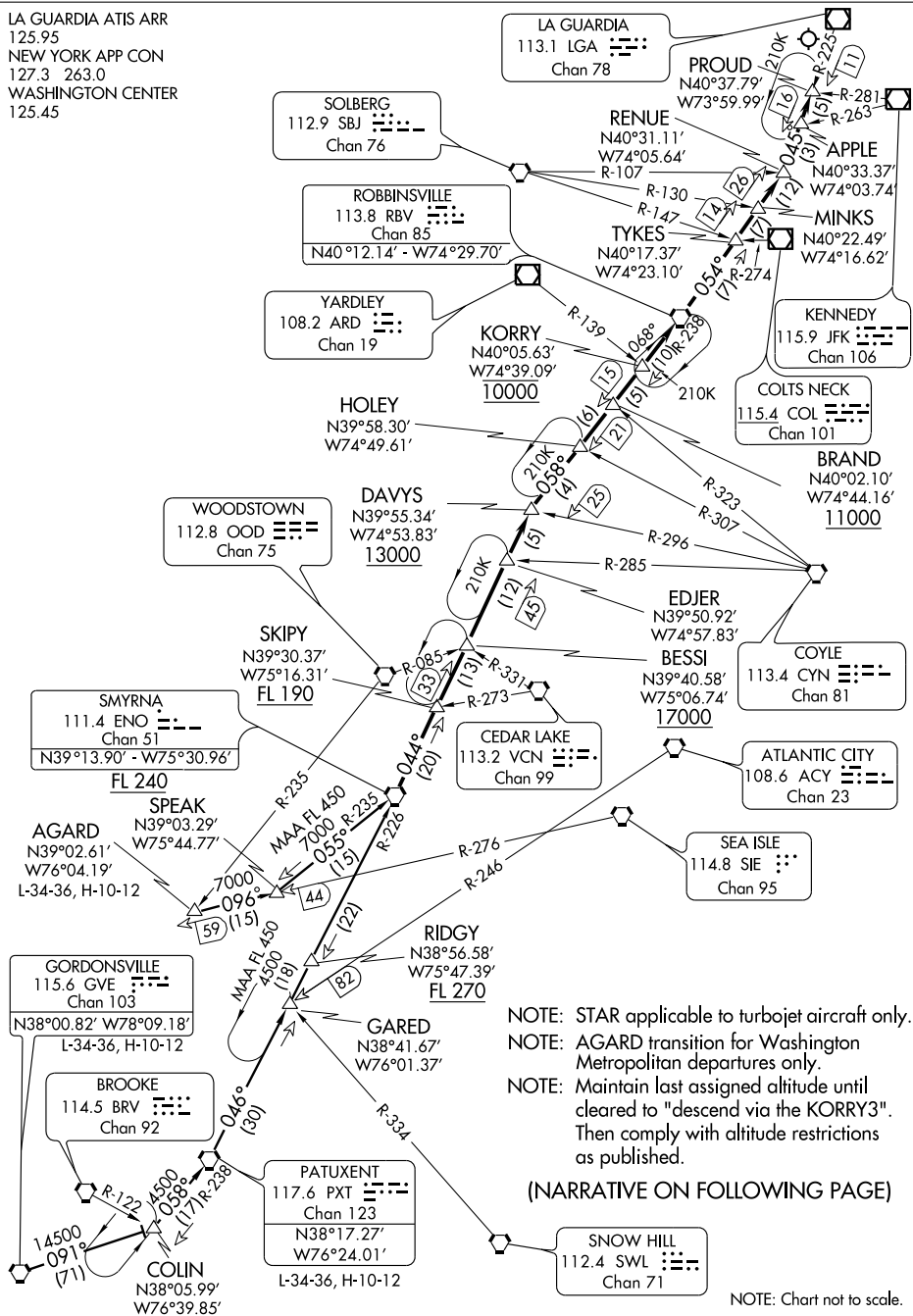
CATEGORY	A	B	C	D
S-ILS 22	214/18 200 (200-½)			
S-LOC 22	620/24 606 (600-½)		620/60 606 (600-1¼)	620-1½ 606 (600-1½)
CIRCLING	620-1 598 (600-1)		620-1¾ 598 (600-1¾)	700-2 ¼ 678 (700-2 ¼)



## KORRY THREE ARRIVAL

NEW YORK, NEW YORK

LA GUARDIA ATIS ARR  
125.95  
NEW YORK APP CON  
127.3 263.0  
WASHINGTON CENTER  
125.45





## ARRIVAL ROUTE DESCRIPTION

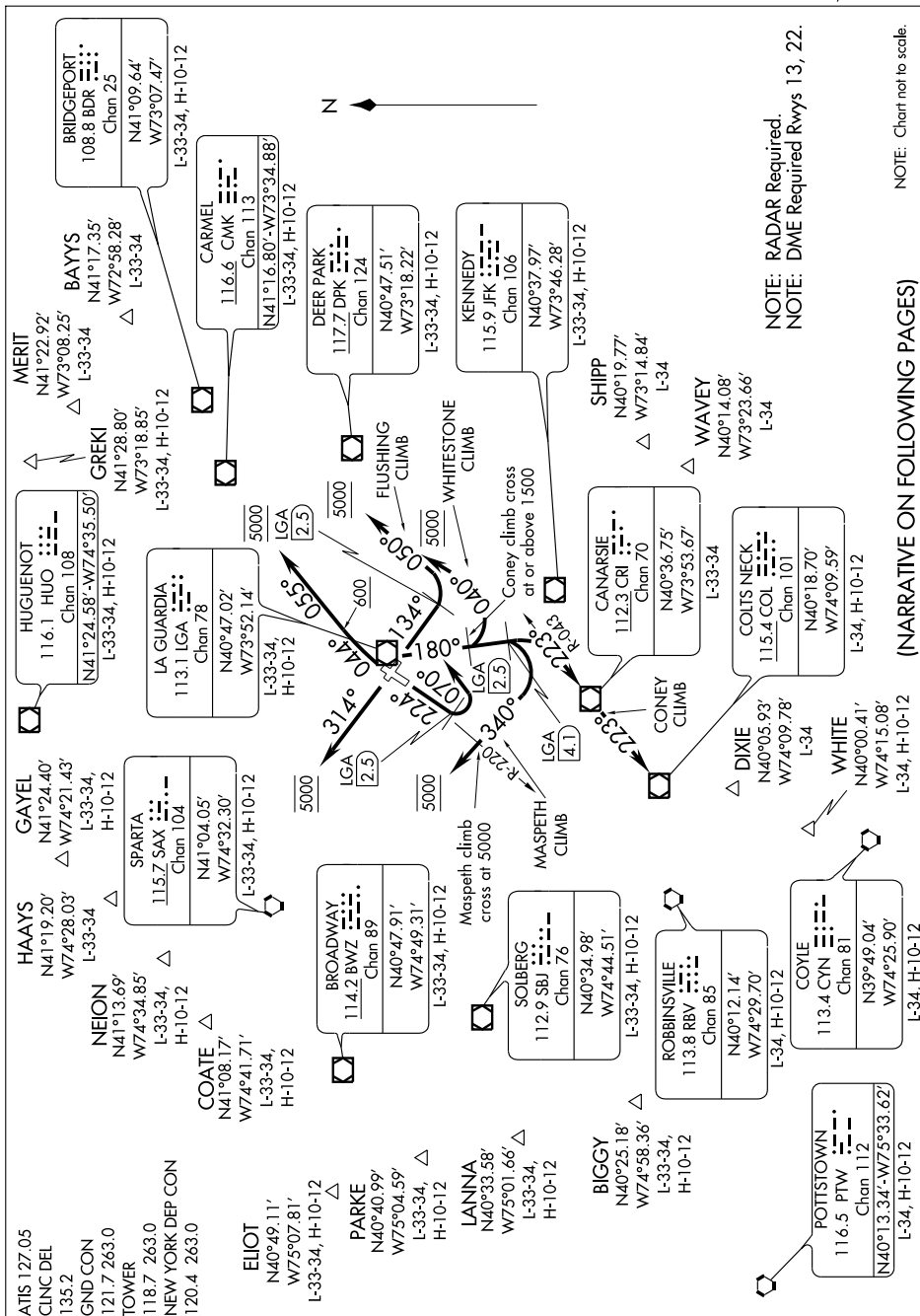
AGARD TRANSITION (AGARD.KORRY3): From over AGARD INT via SIE R-276 and ENO R-235 to ENO VORTAC. Thence . . . .

GORDONSVILLE TRANSITION (GVE.KORRY3): From over GVE VORTAC via GVE R-091 and PXT R-238 to PXT VORTAC, then via PXT R-046 and ENO R-226 to ENO VORTAC. Thence . . . .

PATUXENT TRANSITION (PXT.KORRY3): From over PXT VORTAC via PXT R-046 and ENO R-226 to ENO VORTAC. Thence . . . .

. . . . From over ENO VORTAC via ENO R-044 to DAVYS INT, then via RBV R-238 to RBV VORTAC, then via RBV R-054 to RENU INT, then via LGA R-225 to PROUD INT. Expect radar vectors to final approach course.

## LA GUARDIA TWO DEPARTURE



(NARRATIVE ON FOLLOWING PAGES)

## LA GUARDIA TWO DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb heading 044° to 600', then right turn heading 055°, maintain 5000', Thence. . . .

TAKE-OFF RUNWAY 13 (Coney Climb: TURBOJET AIRCRAFT ONLY - Minimum ATC climb gradient 900' per NM to 1500', if unable, advise ATC): Climbing right turn heading 180° to intercept CRI R-043, do not exceed 230 knots until intercepting CRI R-043, to CRI VOR/DME then on CRI R-223, cross LGA 2.5 DME at or above 1500', maintain 5000', Thence. . . .

TAKE-OFF RUNWAY 13 (Flushing Climb): Climb heading 134° to LGA 2.5 DME, then left turn heading 050°, maintain 5000', Thence. . . .

TAKE-OFF RUNWAY 13 (Maspeth Climb: TURBOJET AIRCRAFT ONLY - Minimum ATC climb gradient 900' per NM to 1500', if unable, advise ATC.): Climbing right turn heading 180° to LGA 4.1 DME, then right turn heading 340°, cross LGA R-220 at and maintain 5000', Thence. . . .

TAKE-OFF RUNWAY 13 (Whitestone Climb): Climbing right turn heading 180° to LGA 2.5 DME, then left turn heading 040°, do not exceed 210 knots until established on heading 040°, maintain 5000', Thence. . . .

TAKE-OFF RUNWAY 22: Climb heading 224° to LGA 2.5 DME, then left turn heading 070°, maintain 5000', Thence. . . .

TAKE-OFF RUNWAY 31: Climb heading 314° (or as assigned by ATC), maintain 5000', Thence. . . .

. . . .via radar vectors to assigned ROUTE/FIX. Expect clearance to filed altitude/flight level 10 minutes after departure.

NOTE: BIGGY, ELIOT, LANNA, and PARKE departures do not exceed 250 knots until reaching 11,000'.

NOTE: BAYYS departures expect vectors to BDR/BDR R-054.

NOTE: COATE departures expect vectors to SAX/SAX R-311.

NOTE: RWY 31 departures expect turn on course leaving 6000'.

NOTE: SHIPP departures expect vectors to JFK/JFK R-139.

NOTE: WAVEY departures expect vectors to JFK/JFK R-156.

NOTE: WHITE departures expect vectors to COL/COL R-204.

NOTE: BIGGY departures expect vectors to SBJ/SBJ R-237.

NOTE: DIXIE departures expect vectors to COL/COL R-192.

NOTE: ELIOT departures expect vectors to SAX R-252.

NOTE: GAYEL departures expect vectors to DPK R-320.

NOTE: GREKI departures expect vectors to CMK R-057.

NOTE: LANNA departures expect vectors to PTW R-059.

NOTE: MERIT departures expect vectors to LGA R-055.

NOTE: NEION departures expect vectors to LGA R-322.

NOTE: PARKE departures expect vectors to BWZ/BWZ R-250.

NOTE: HAAYS departures expect vectors to HUO.

(CONTINUED ON FOLLOWING PAGE)

## LA GUARDIA TWO DEPARTURE



(CONTINUED)

TAKE-OFF OBSTACLES

- Rwy 4: Bridge 2.1 NM from DER, 3754' right of centerline, 345' AGL/384' MSL.  
Bush and Terrain beginning 99' from DER, 114' left of centerline, up to 16' AGL/33' MSL.
- Rwy 13: Numerous buildings beginning 1.9 NM from DER, 741' right of centerline, up to 280' AGL/345' MSL.  
Multiple buildings, Stacks, Bush and Fence Lights beginning 98' from DER, 168' left of centerline, up to 211' AGL/271' MSL.  
Localizer 392' from DER, on centerline, 10' AGL/19' MSL.
- Rwy 22: Multiple Trees, Buildings and Blast Fence beginning 109' from DER, 138' right of centerline, up to 222' AGL/302' MSL.  
Multiple Trees and Buildings beginning 165' from DER, 150' left of centerline, up to 72' AGL/102' MSL.
- Rwy 31: Stack 1.3 NM from DER, 2014' left of centerline, 250' AGL/268' MSL.

TAKE-OFF MINIMUMS:

- Rwy 4: 400-2½ or STANDARD with minimum climb of 230' per NM to 600.
- Rwy 13: 400-2¼ or STANDARD with minimum climb of 280' per NM to 500.
- Rwy 22: 300-2¼ or STANDARD with minimum climb of 210' per NM to 400.
- Rwy 31: 300-1½ or STANDARD with minimum climb of 260' per NM to 400.

AL-289 (FAA)

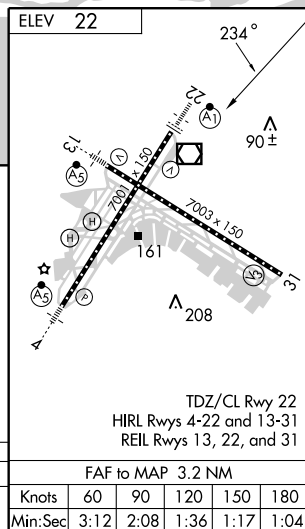
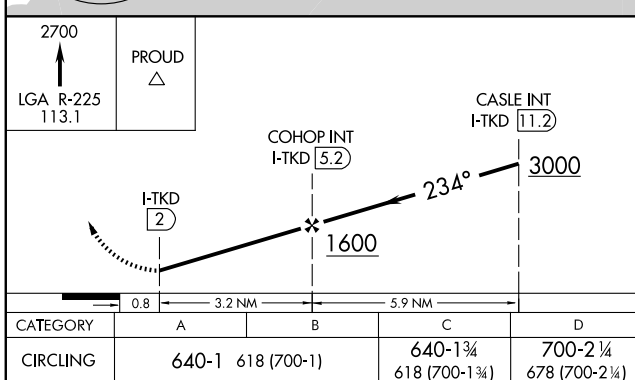
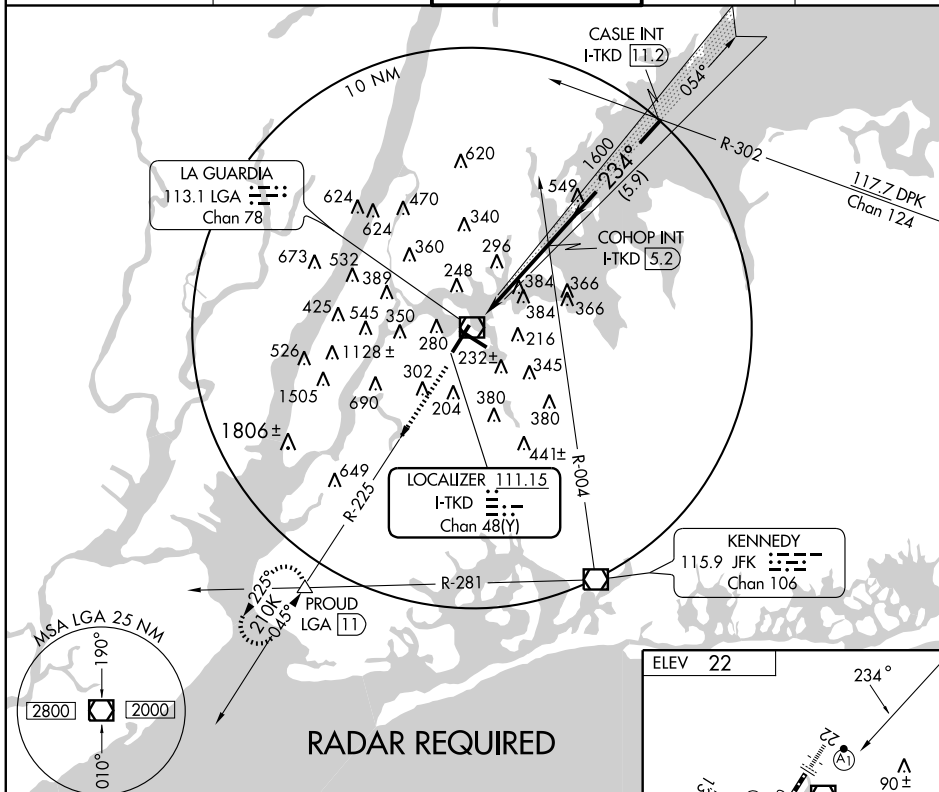
LOC/DME I-TKD <b>111.15</b> Chan <b>48</b> (Y)	APP CRS <b>234°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>22</b>
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LDA-A  
NEW YORK/LA GUARDIA(LGA)



**MISSED APPROACH:** Climb to 2700 via LGA VOR/DME R-225 to PROUD Int and hold.

ATIS ARR	<b>125.95</b>	NEW YORK APP CON		LA GUARDIA TOWER		GND CON		CLNC DEL	
ATIS DEP	<b>127.05</b>	<b>120.8 263.0</b>		<b>118.7 263.0</b>		<b>121.7 263.0</b>		<b>135.2</b>	



NE-2, 17 DEC 2009 to 14 JAN 2010

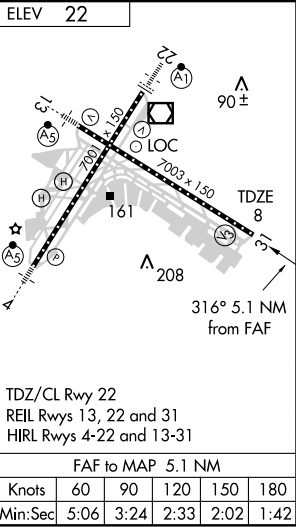
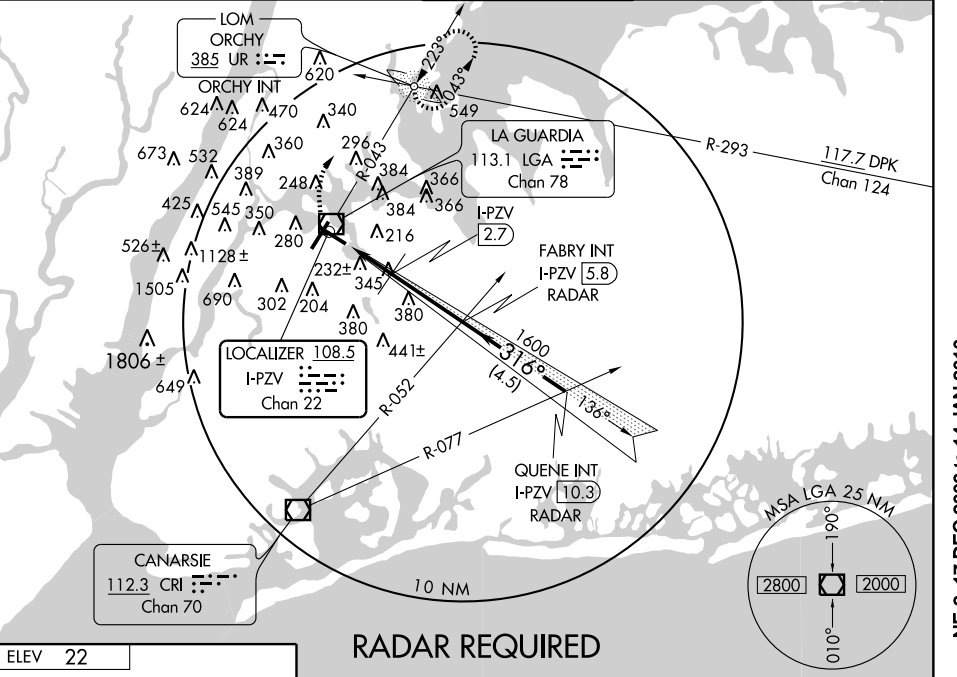
LOC/DME I-PZV	APP CRS	Rwy Idg	7003
108.5	316°	TDZE	8
Chan 22		Apt Elev	22

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MISSED APPROACH: Climbing right turn to 2000 via LGA VOR/DME R-043 to ORCHY LOM/Int and hold.

ATIS ARR	125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP	127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

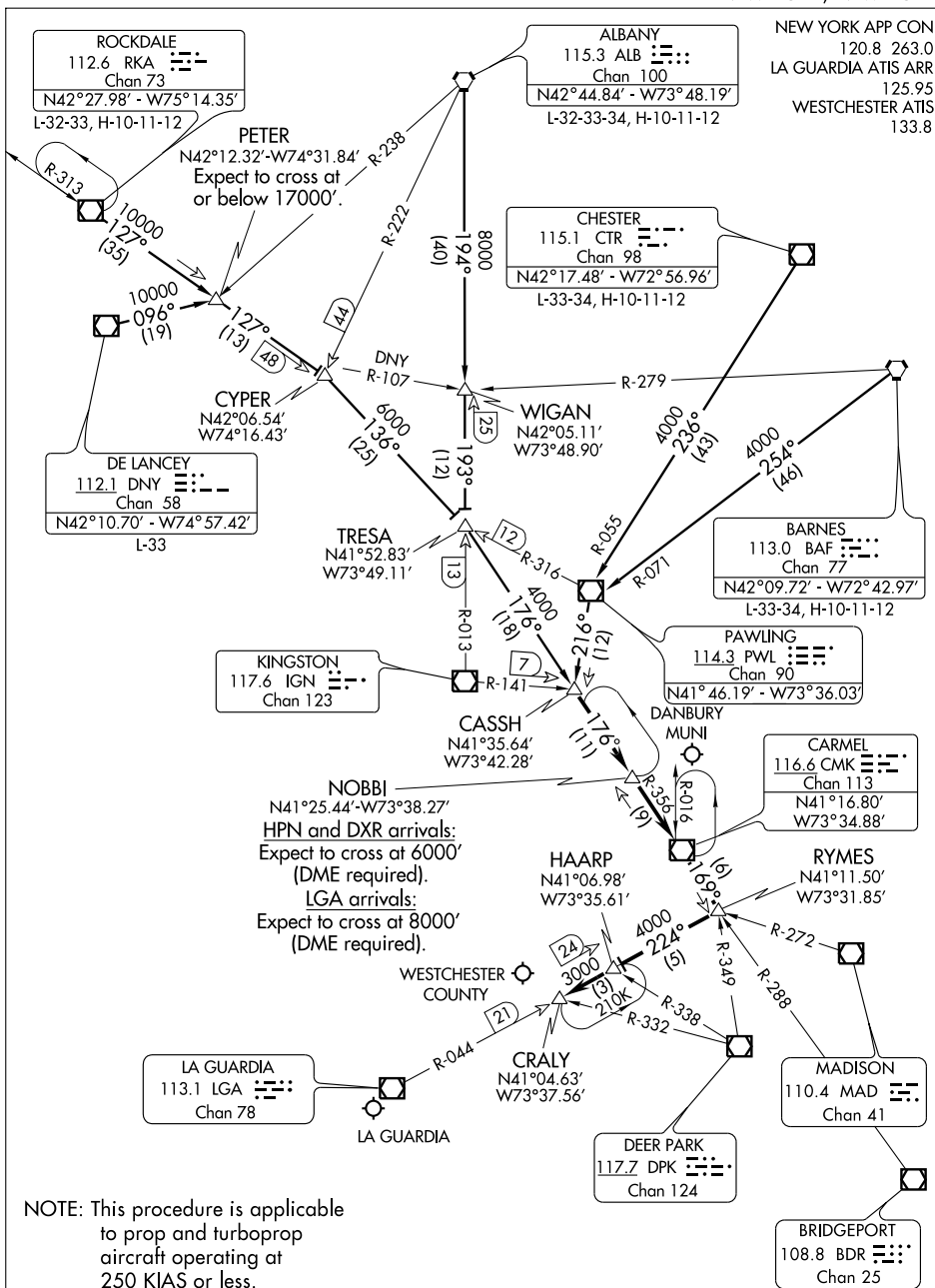


RADAR REQUIRED				
CATEGORY	A	B	C	D
	S-31	S-31	S-31	S-31
CIRCLING	640-50	632 (700-1)	640-1 3/4	640-2
	640-1	618 (700-1)	632 (700-1 3/4)	632 (700-2)
DME MINIMUMS				
CIRCLING	600-50	592 (600-1)	600-1 1/2	600-1 3/4
	600-1	578 (600-1)	592 (600-1 1/2)	592 (600-1 3/4)



## NOBBI FIVE ARRIVAL

NEW YORK, NEW YORK



NE-2: 17 DEC 2009 to 14 JAN 2010

(NARRATIVE ON FOLLOWING PAGE)



## ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.NOBBI5): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

BARNES TRANSITION (BAF.NOBBI5): From over BAF VORTAC via BAF R-254 and PWL R-071 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

CHESTER TRANSITION (CTR.NOBBI5): From over CTR VOR/DME via CTR R-236 and PWL R-055 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

DE LANCEY TRANSITION (DNY.NOBBI5): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPHER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

ROCKDALE TRANSITION (RKA.NOBBI5): From over RKA VOR/DME via RKA R-127 to CYPHER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

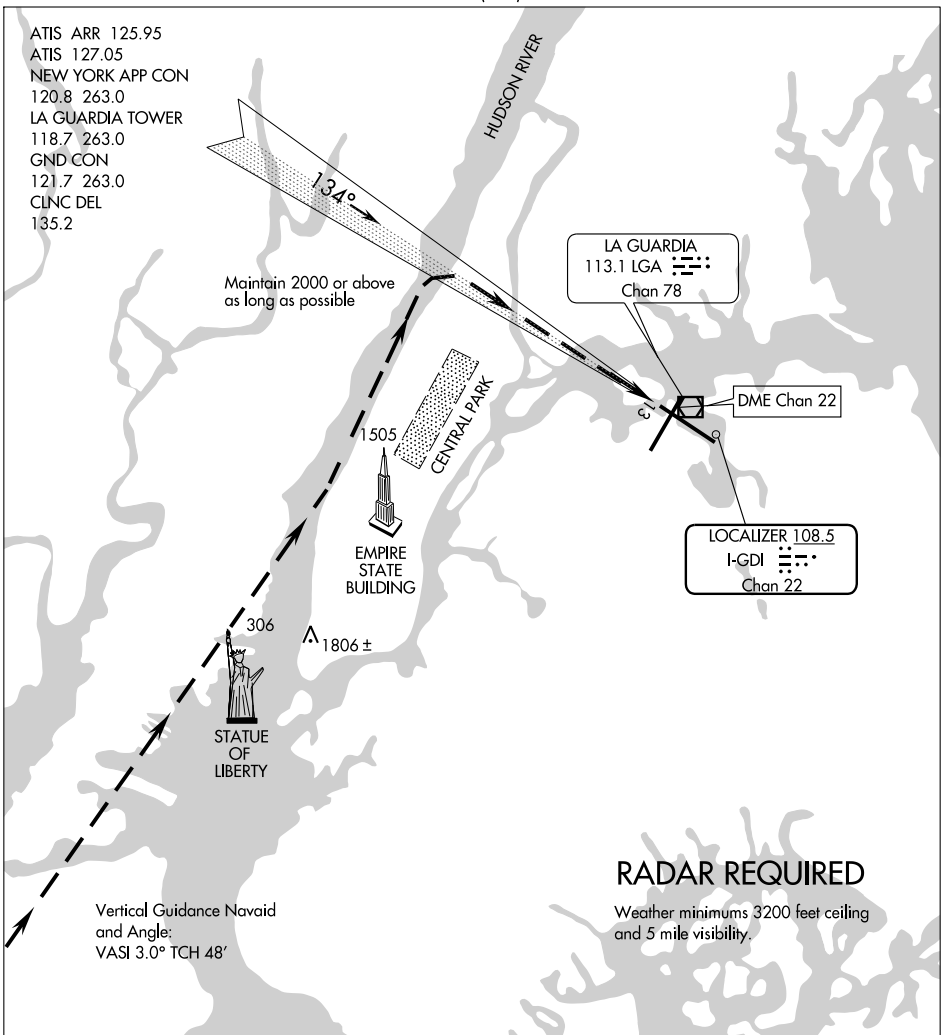
. . . .From over CASSH INT via CMK R-356 to CMK VOR/DME, then via CMK R-169 to RYMES INT, then via LGA VOR/DME R-044 to HAARP INT to CRALY INT. Expect radar vectors to final approach course.

# RIVER VISUAL RWY 13

AL-289 (FAA)

NEW YORK/LA GUARDIA (LGA)  
NEW YORK, NEW YORK

ATIS ARR 125.95  
ATIS 127.05  
NEW YORK APP CON  
120.8 263.0  
LA GUARDIA TOWER  
118.7 263.0  
GND CON  
121.7 263.0  
CLNC DEL  
135.2



1 NM	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
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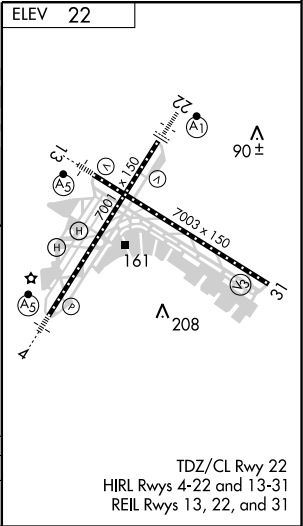
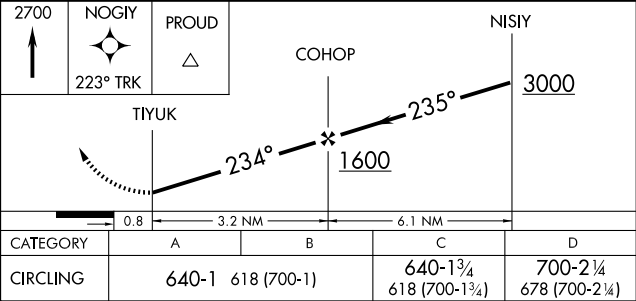
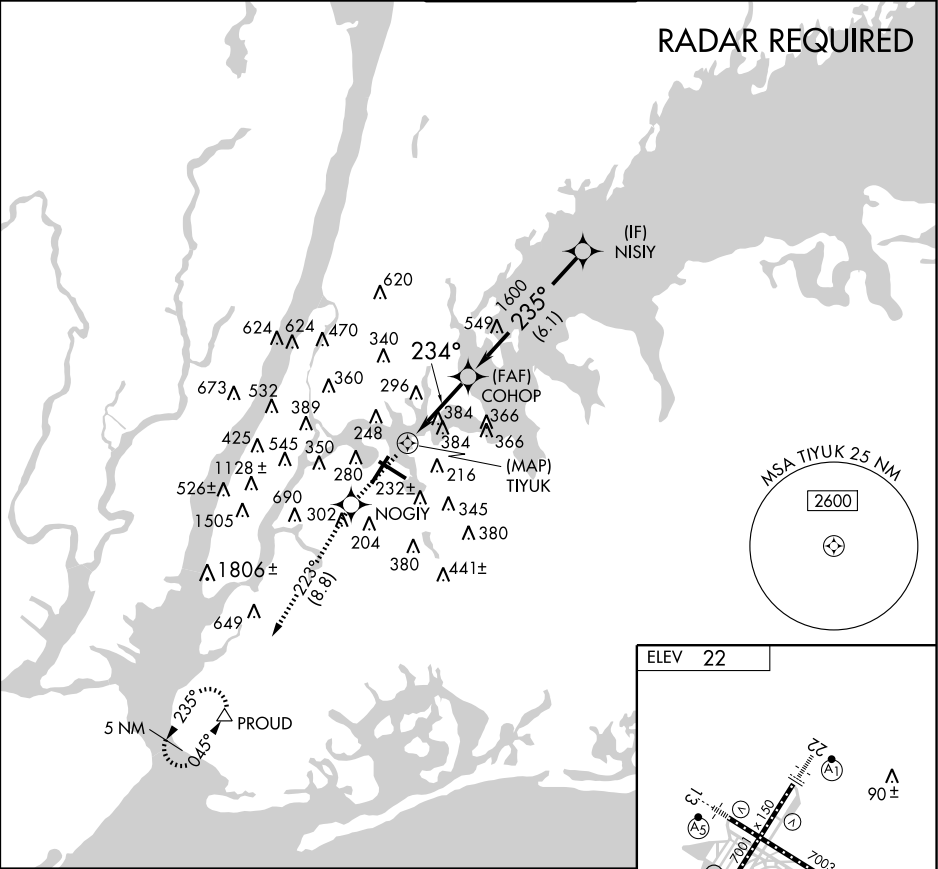
## RIVER VISUAL RWY 13

When cleared for a RIVER VISUAL Rwy 13 approach, remain over the Hudson River until starting the turn to final approach north of Central Park. Expect 3500 feet until abeam Central Park (2500 feet when authorized by ATC).

APP CRS	Rwy Idg	N/A
234°	TDZE	N/A
	Apt Elev	22

RNAV (GPS) -B  
NEW YORK/ LA GUARDIA (LGA)


<div><div></div><div></div></div> <div>DME/DME RNP-0.3 NA.</div>		MISSED APPROACH: Climb to 2700 direct NOGIY and via 223° track to PROUD and hold.			
ATIS ARR ATIS DEP	<b>125.95</b> <b>127.05</b>	NEW YORK APP CON <b>120.8 263.0</b>	LA GUARDIA TOWER <b>118.7 263.0</b>	GND CON <b>121.7 263.0</b>	CLNC DEL <b>135.2</b>



# RNAV (GPS) RWY 13

NEW YORK/ LA GUARDIA (LGA)

WAAS CH <b>65618</b> <b>W13A</b>	APP CRS <b>134°</b>	Rwy Idg TDZE Apt Elev <b>7003</b> <b>13</b> <b>22</b>
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 For inoperative MALS, increase LPV visibility to RVR 4000 all Cats.  
 Baro-VNAV NA below -15°C (5°F).  
 DME/DME RNP-0.3 NA.

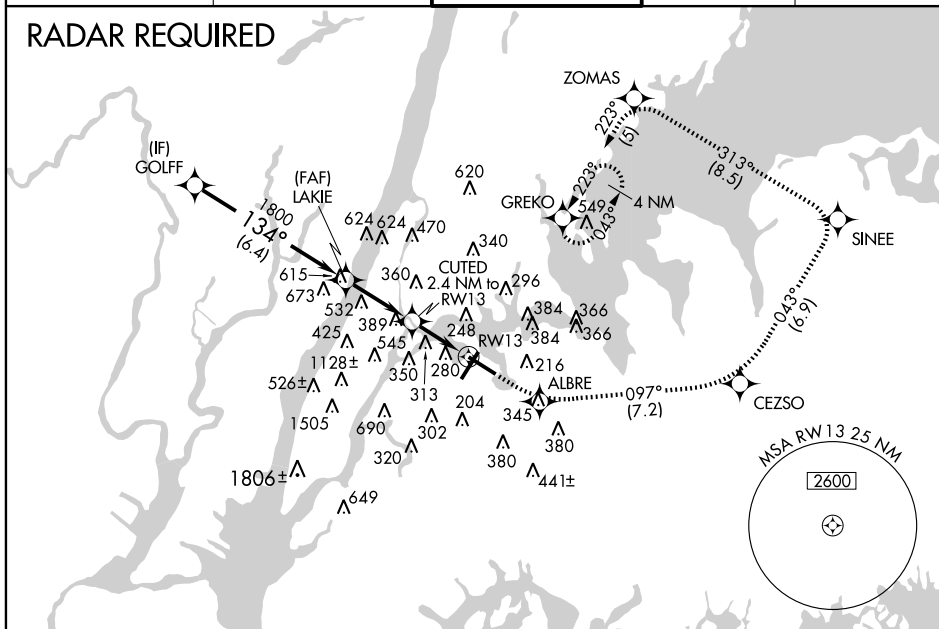
MALSR



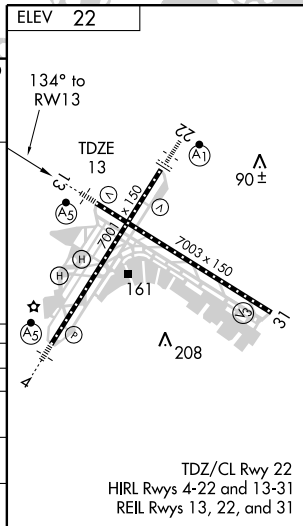
**MISSED APPROACH:** Climb to 2000 direct ALBRE and via 097° track to CEZSO and via 043° track to SINEE and left turn via 313° track to ZOMAS and via 223° track to GREKO and hold.

ATIS ARR ATIS DEP	<b>125.95</b> <b>127.05</b>	NEW YORK APP CON <b>120.8 263.0</b>	LA GUARDIA TOWER <b>118.7 263.0</b>	GND CON <b>121.7 263.0</b>	CLNC DEL <b>135.2</b>
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## RADAR REQUIRED



<div> <div>2000</div> <div>ALBRE</div> <div>CEZSO</div> <div>SINEE</div> <div>ZOMAS</div> <div>GREKO</div> </div> <div> <div>GOLFF</div> <div>↑ 097° TRK</div> <div>043° TRK</div> <div>313° TRK</div> <div>223° TRK</div> </div>				
<div> <div>2800</div> <div>134°</div> <div>1800</div> <div>840</div> <div>6.4 NM</div> <div>2.8 NM</div> <div>0.8 NM</div> <div>1.6</div> </div> <div> <div>LAKIE</div> <div>CUTED 2.4 NM to RW13</div> <div>*1.6 NM to RW13</div> <div>RW13</div> <div>*LNAV only.</div> </div>				
CATEGORY	A	B	C	D
LPV DA	263/24 250 (300-1/2)			
LNAV/VNAV DA	679-1 3/4 666 (700-1 3/4)			
LNAV MDA	580/24 567 (600-1/2)		580/50 567 (600-1)	580/60 567 (600-1 1/4)
CIRCLING	680-2 1/4 658 (700-2 1/4)		700-2 1/4 678 (700-2 1/4)	



DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2000 direct GREKO and hold.

ATIS ARR  
**125.95**

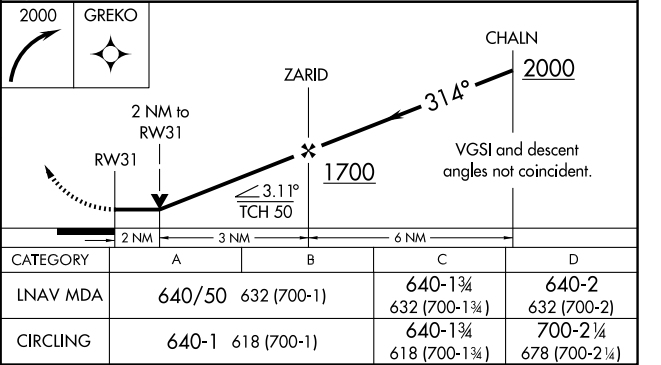
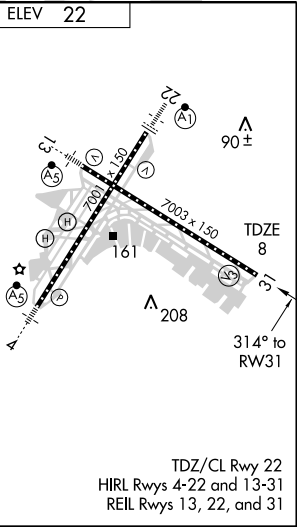
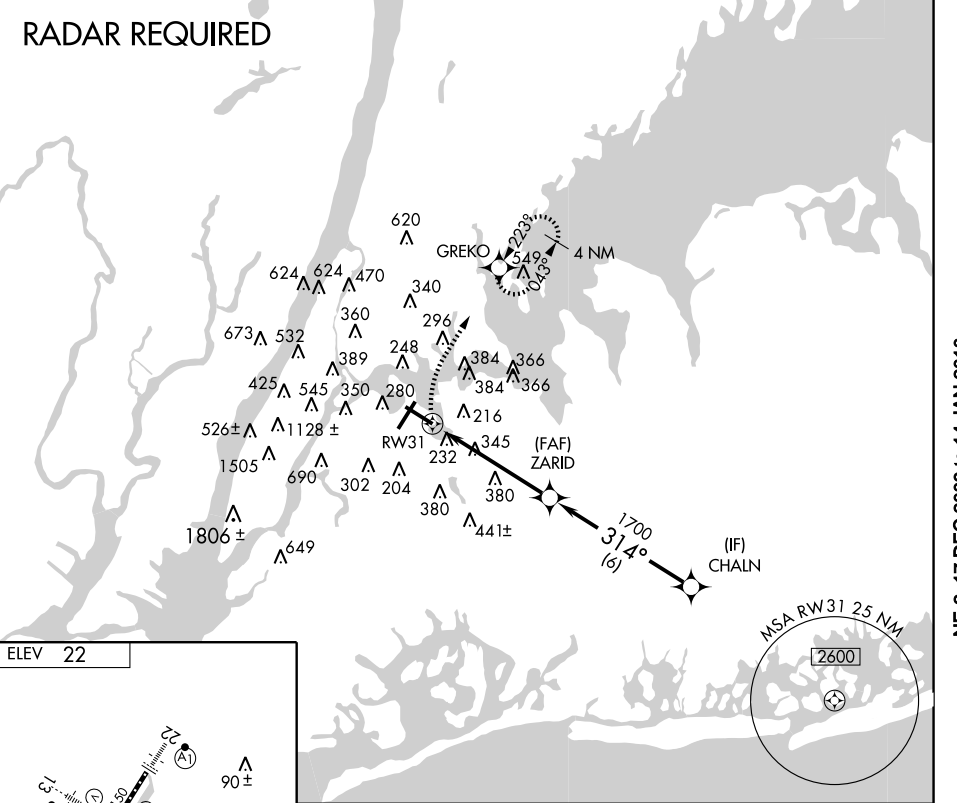
ATIS DEP  
**127.05**

NEW YORK APP CON  
**120.8 263.0**

LA GUARDIA TOWER  
**118.7 263.0**

GND CON  
**121.7 263.0**

CLNC DEL  
**135.2**



WAAS CH <b>60918</b> <b>W04A</b>	APP CRS <b>044°</b>	Rwy Idg TDZE Apt Elev	<b>7001</b> <b>21</b> <b>21</b>
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RNAV (GPS) Y RWY 4  
NEW YORK/ LA GUARDIA (LGA)

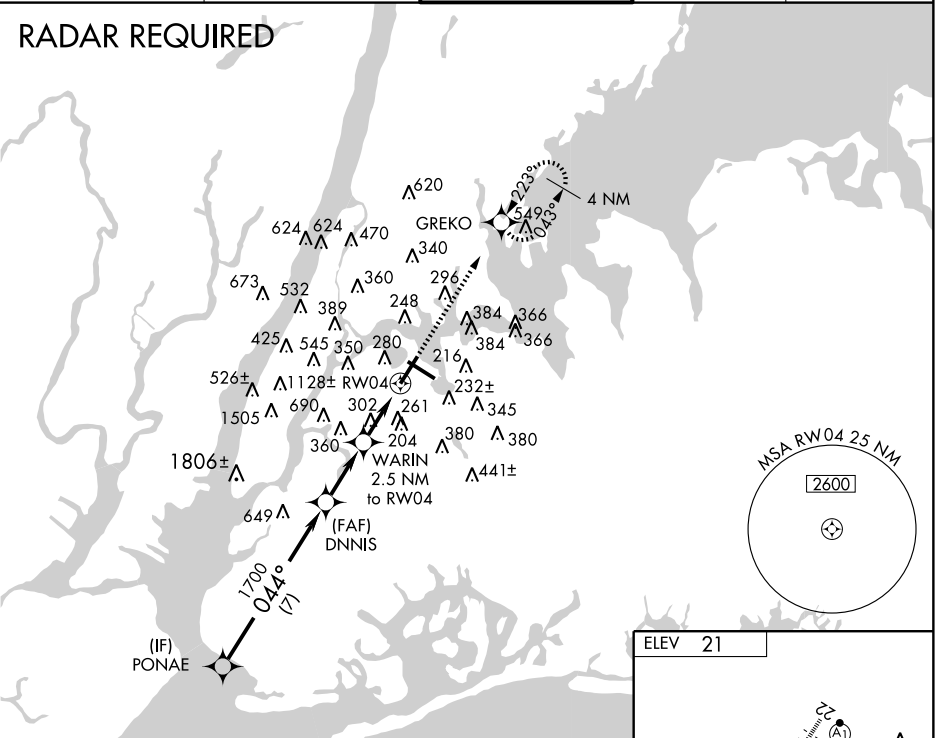
**▽**  
**▲**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Inoperative table does not apply to LPV all Cats and LNAV Cats A and B. When VGSi inop, straight-in/circling Rwy 4 procedure NA at night. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

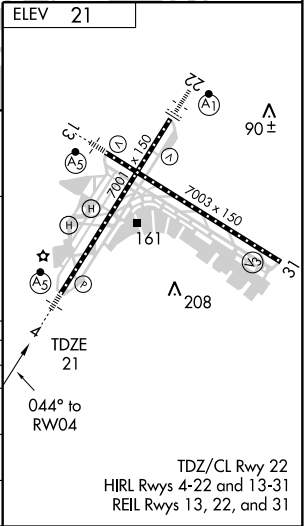
MALSR

MISSED APPROACH: Climb to 2000 direct GREKO and hold.

ATIS ARR	<b>125.95</b>	NEW YORK APP CON	<b>120.8 263.0</b>	LA GUARDIA TOWER	<b>118.7 263.0</b>	GND CON	<b>121.7 263.0</b>	CLNC DEL	<b>135.2</b>
ATIS DEP	<b>127.05</b>								





VGSI and RNAV glidepath not coincident.				2000	GREKO
PONAE					
Procedure Turn NA GS 3.00° TCH 52					
3000					
044°					
1700					
7 NM					
2.5 NM					
2.5 NM					
RWY 4					
*860					
*LNAV only.					
CATEGORY	A	B	C	D	
LPV DA	323/50			302 (400-1)	
LNAV/VNAV DA	566-1½			545 (600-1½)	
LNAV MDA	560/50			539 (600-1)	560/60 539 (600-1½)
CIRCLING	640-1	619 (700-1)	640-1½ 619 (700-1½)	700-2¼ 679 (700-2¼)	



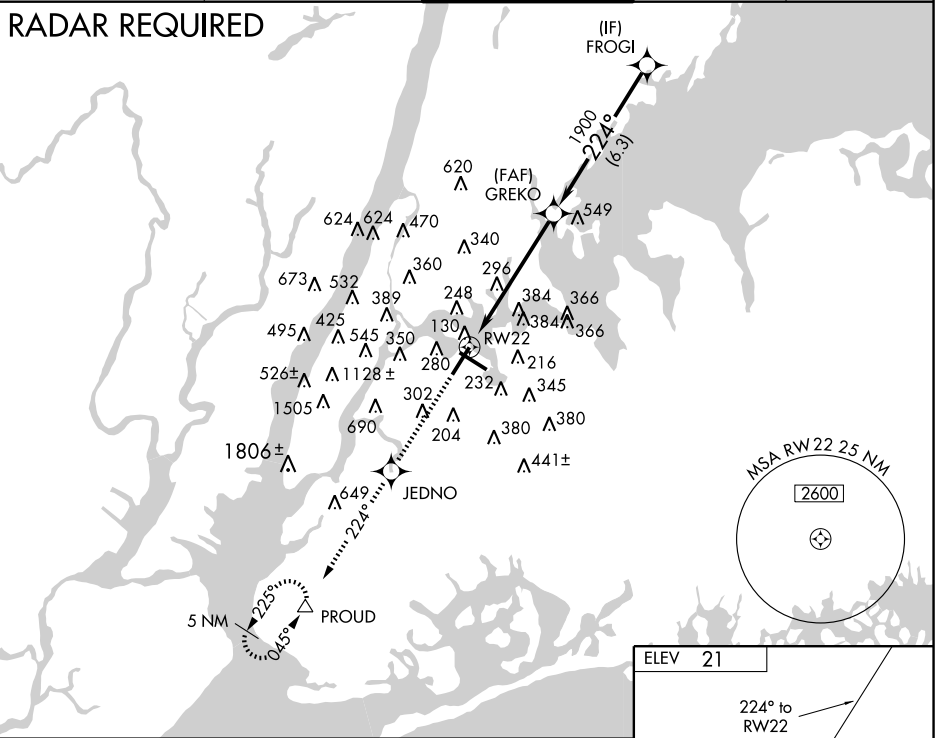
WAAS CH <b>70318</b> <b>W22A</b>	APP CRS <b>224°</b>	Rwy ldg TDZE Apt Elev	<b>7001</b> <b>12</b> <b>21</b>
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RNAV (GPS) Y RWY 22  
NEW YORK/ LA GUARDIA (LGA)

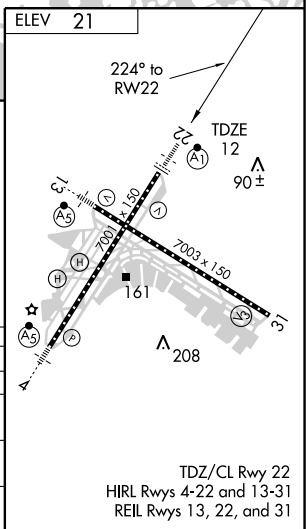
 When VGSi inop, circling Rwy 4 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.	ALSIF-1 	MISSED APPROACH: Climb to 2700 direct JEDNO and via 224° track to PROUD and hold.
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ATIS ARR ATIS DEP	<b>125.95</b> <b>127.05</b>	NEW YORK APP CON <b>120.8 263.0</b>	LA GUARDIA TOWER <b>118.7 263.0</b>	GND CON <b>121.7 263.0</b>	CLNC DEL <b>135.2</b>
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RADAR REQUIRED



2700 	JEDNO  224° TRK	PROUD 	VGSi and RNAV glidepath not coincident.			
		GREKO		FROGI		
		*1.6 NM to RW22		3000		
		*LNAV only		1900		
		1.6 NM		4.1 NM		
				6.3 NM		
CATEGORY	A	B	C	D		
LPV DA	264/24		250 (300-1/2)			
LNAV/VNAV DA	527/60		515 (500-1 1/4)			
LNAV MDA	580/24 568 (600-1/2)		580/50 568 (600-1)		580/60 568 (600-1 1/4)	
CIRCLING	640-1 619 (700-1)		640-1 3/4 619 (700-1 3/4)		700-2 1/4 679 (700-2 1/4)	



APP CRS	Rwy Idg	7001
044°	TDZE	21
	Apt Elev	21

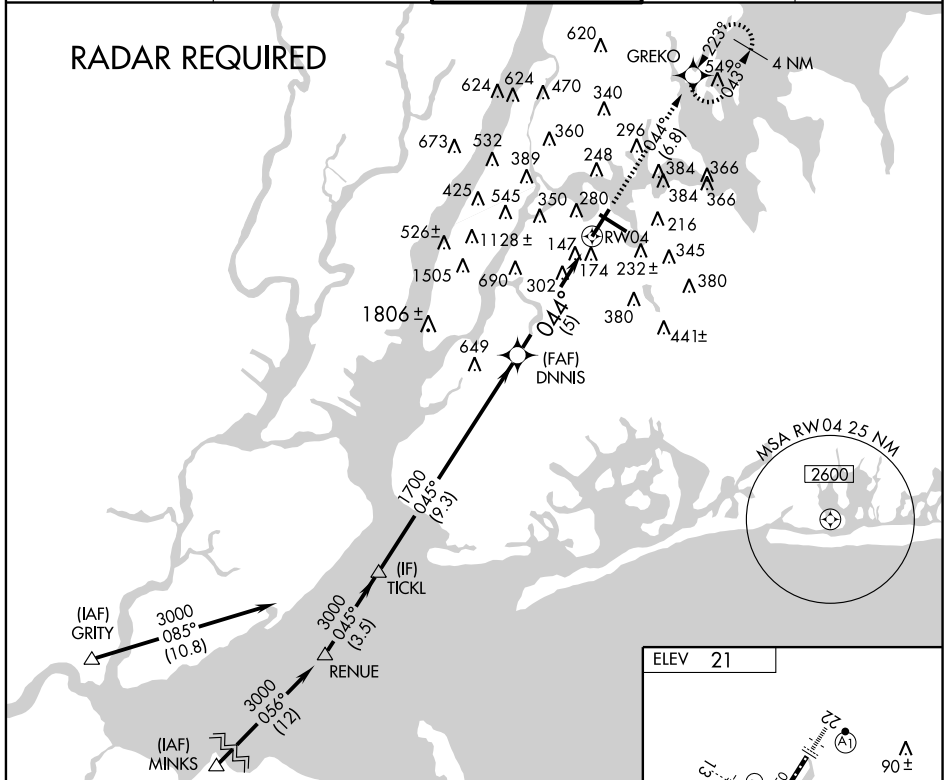
# RNAV (RNP) Z RWY 4

NEW YORK/ LA GUARDIA (LGA)

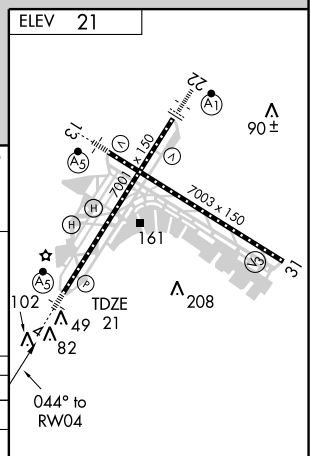
GPS required. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 48°C (118°F). Inoperative table does not apply to RNP 0.18. For inoperative MALSR, increase RNP 0.30 visibility to 1½.

MALSR  
MISSED APPROACH: Climb to 2000 via 044° track to GREKO and hold.

ATIS ARR	125.95	NEW YORK APP CON	120.8	263.0	LA GUARDIA TOWER	118.7	263.0	GND CON	121.7	263.0	CLNC DEL	135.2
ATIS DEP	127.05											



TICKL	VGSI and RNAV glidepath not coincident.	2000	GREKO
3000	1700	TRK 044°	
Procedure Turn NA			
GP 3.00°			
TCH 52			
	9.3 NM	5 NM	
CATEGORY	A	B	C
RNP 0.18 DA	337/50	316 (400-1)	
RNP 0.30 DA	474/50	453 (500-1)	



**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**

TDZ/CL Rwy 22  
HIRL Rwy 4-22 and 13-31  
REIL Rwy 13, 22, and 31



APP CRS	Rwy Idg	<b>7001</b>
<b>224°</b>	TDZE	<b>12</b>
	Apt Elev	<b>21</b>

**RNAV (RNP) Z RWY 22**

NEW YORK/ LA GUARDIA (LGA)

RF and GPS required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 48°C (119°F). For inoperative ALSF, increase RNP 0.30\* visibility to RVR 5000 and RNP 0.30 to RVR 6000.  
 \*Missed approach requires minimum climb of 310 feet per NM to 700.

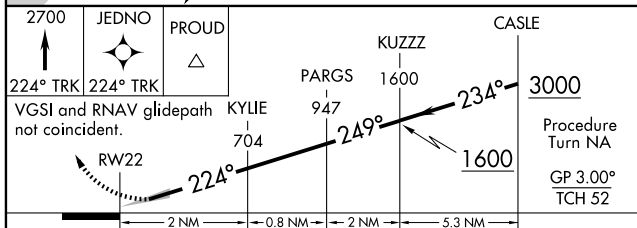
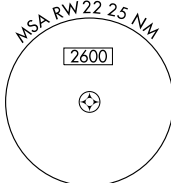
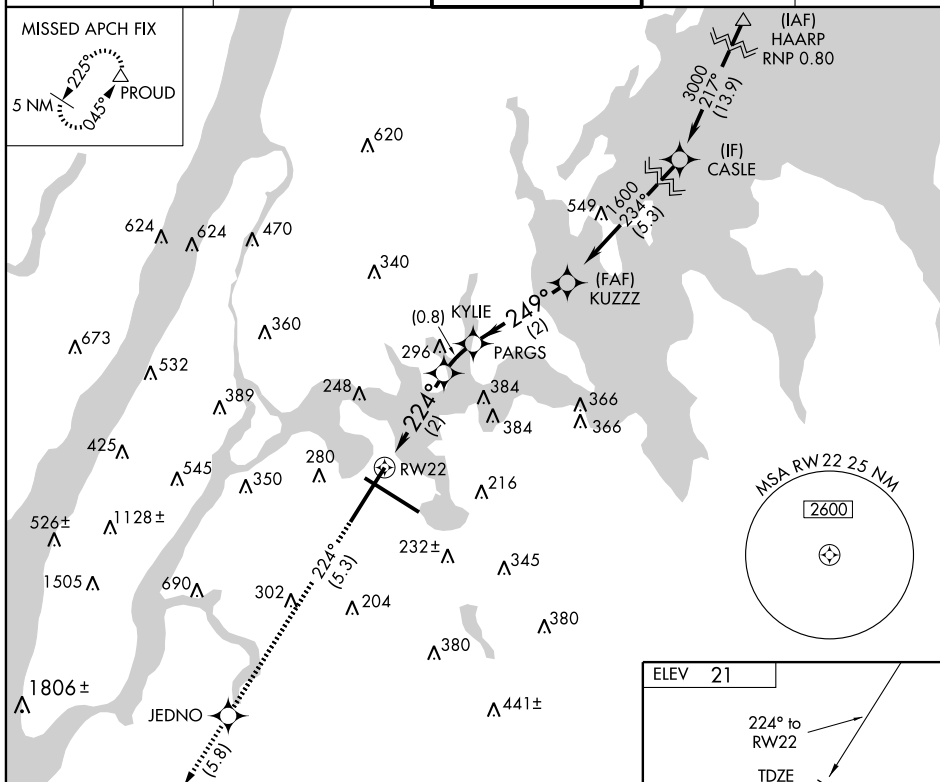
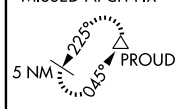
ALSF-1



MISSED APPROACH: Climb to 2700 via 224° track to JEDNO and 224° track to PROUD and hold.

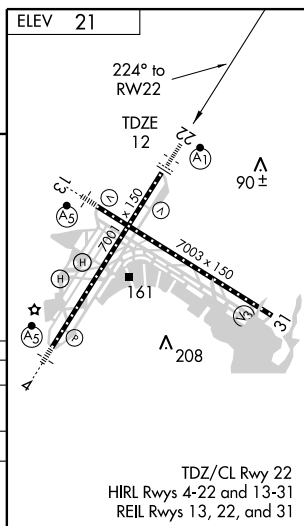
ATIS ARR	<b>125.95</b>	NEW YORK APP CON	<b>120.8 263.0</b>	LA GUARDIA TOWER	<b>118.7 263.0</b>	GND CON	<b>121.7 263.0</b>	CLNC DEL	<b>135.2</b>
ATIS DEP	<b>127.05</b>								

## MISSED APCH FIX



CATEGORY	A	B	C	D
RNP 0.30 * DA	313/24	301 (300-½)		
RNP 0.30 DA	393/40	381 (400-¾)		

**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**



TDZ/CL Rwy 22  
 HIRL Rwy 4-22 and 13-31  
 REIL Rwy 13, 22, and 31

AL-289 (FAA)

VOR/DME LGA <b>113.1</b> Chan <b>78</b>	APP CRS <b>232°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>22</b>
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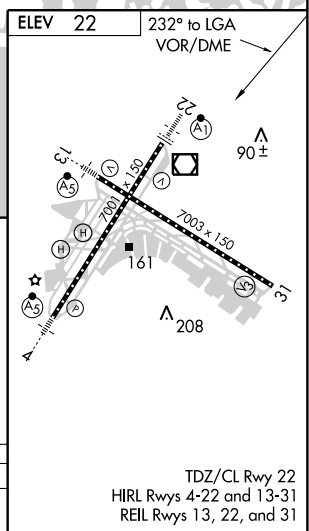
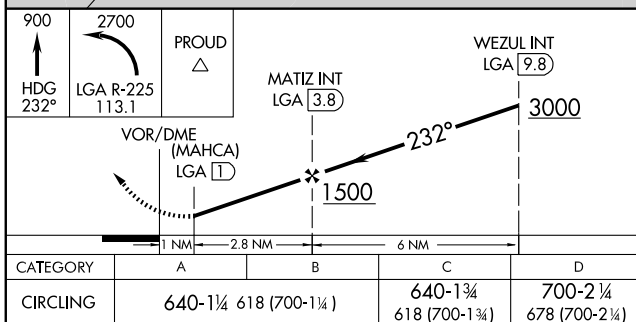
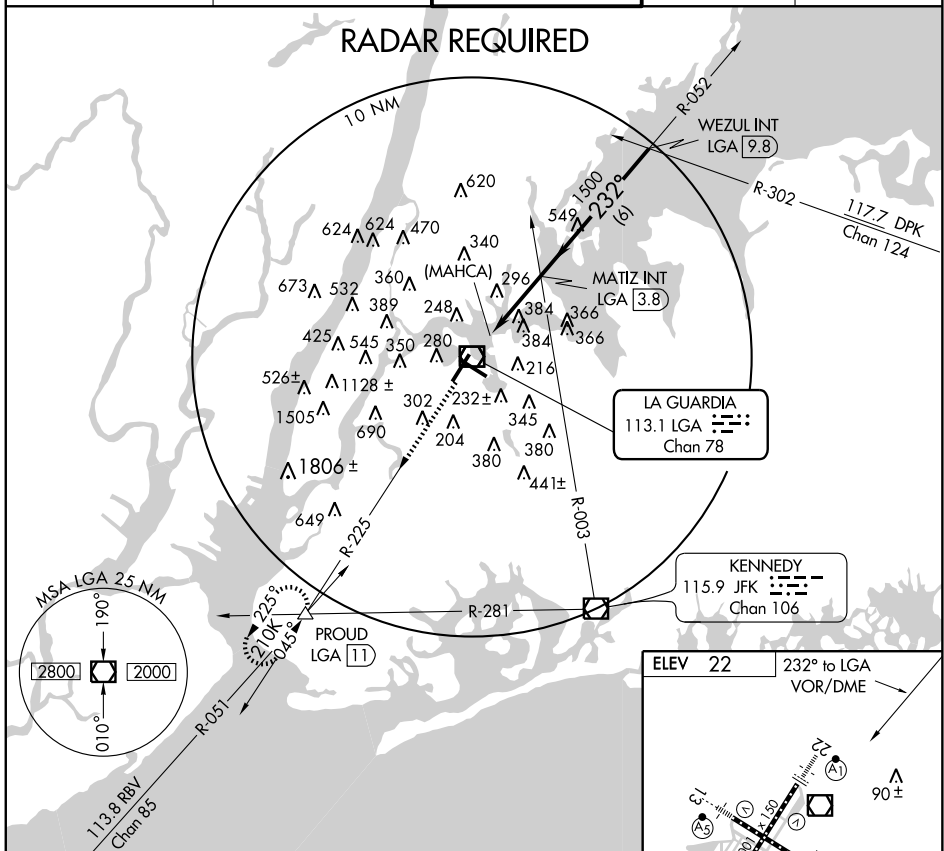
VOR/DME-G  
NEW YORK/LA GUARDIA(LGA)



**MISSED APPROACH:** Climb to 900 heading 232° then climbing left turn to 2700 via LGA VOR/DME R-225 to PROUD Int and hold.

ATIS ARR	125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP	127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

## RADAR REQUIRED



NE-2: 17 DEC 2009 to 14 JAN 2010

AL-289 (FAA)

VOR/DME-H

NEW YORK/LA GUARDIA(LGA)

VOR/DME LGA <b>113.1</b> Chan <b>78</b>	APP CRS <b>132°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>22</b>
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MISSED APPROACH: Climbing left turn to 2000 via LGA VOR/DME R-043 to ORCHY LOM/Int and hold.

ATIS ARR	125.95
ATIS DEP	127.05

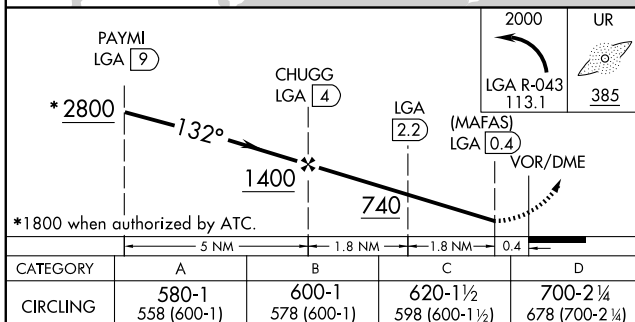
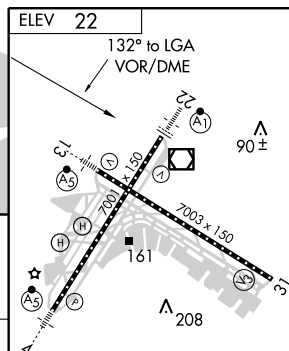
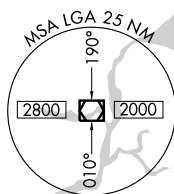
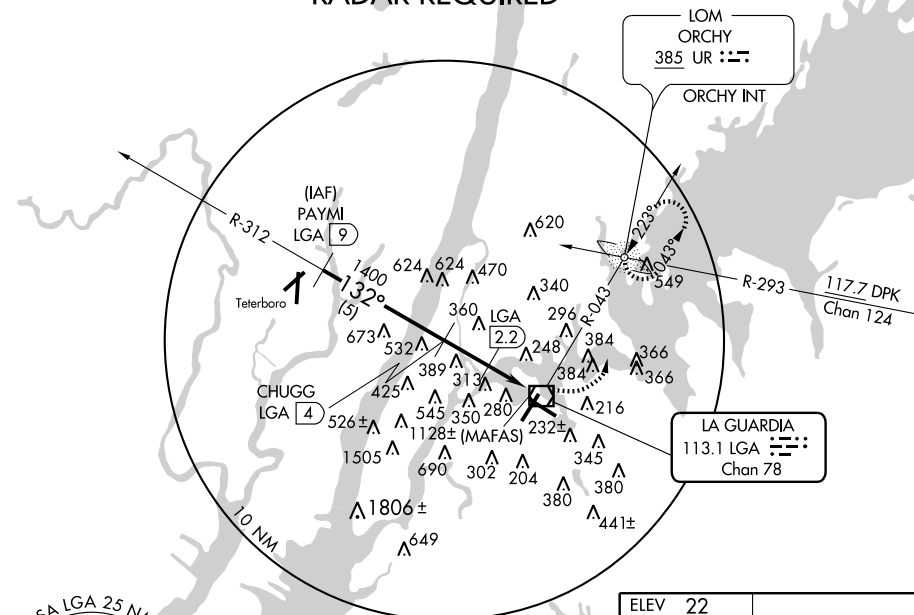
NEW YORK APP CON  
120.8 263.0

LA GUARDIA TOWER  
118.7 263.0

GND CON  
121.7 263.0

CLNC DEL  
**135.2**

## RADAR REQUIRED



TDZ/CL Rwy 22  
HIRL Rwy 4-22 and 13-31  
REIL Rwy 13, 22, and 31

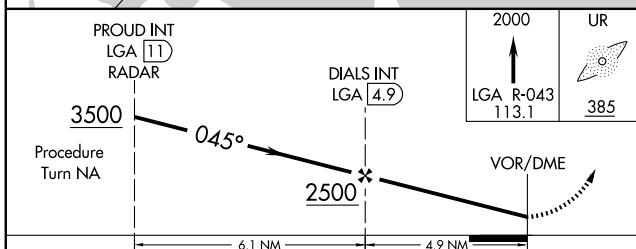
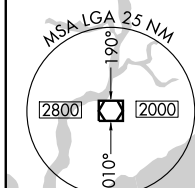
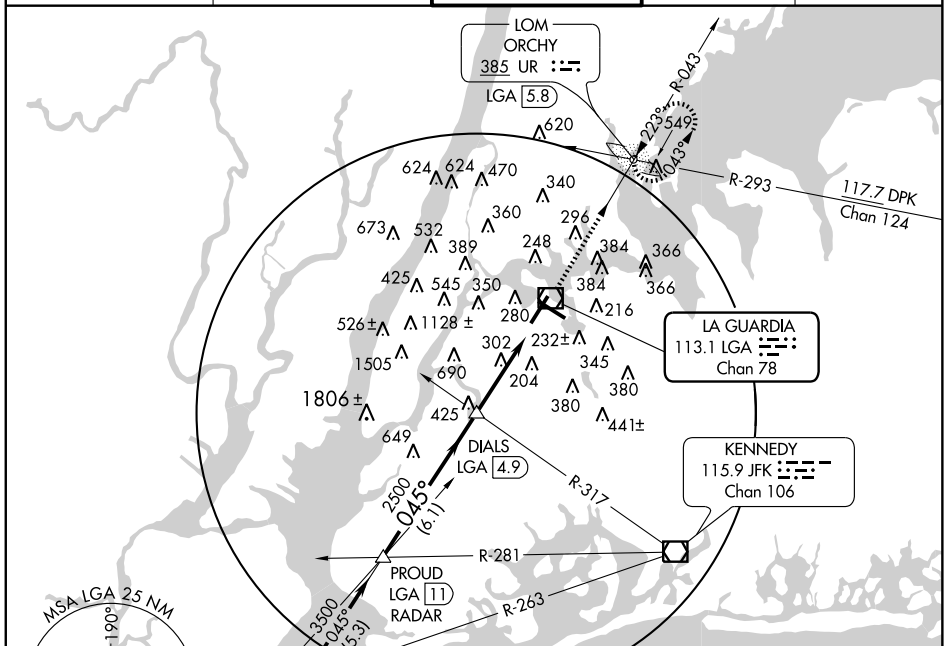
NE-2: 17 DEC 2009 to 14 JAN 2010

VOR/DME LGA <b>113.1</b> Chan <b>78</b>	APP CRS <b>045°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>22</b>
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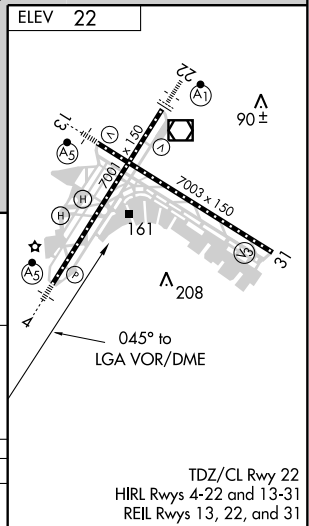


MISSED APPROACH: Climb to 2000 via LGA VOR/DME  
R-043 to ORCHY LOM/INT/LGA 5.8 DME and hold.

ATIS ARR <b>125.95</b> ATIS DEP <b>127.05</b>	NEW YORK APP CON <b>120.8 263.0</b>	LA GUARDIA TOWER <b>118.7 263.0</b>	GND CON <b>121.7 263.0</b>	CLNC DEL <b>135.2</b>
--	--	--	-------------------------------	--------------------------



CATEGORY	A	B	C	D
CIRCLING	1000-1¼ 978 (1000-1¼)	1000-1½ 978 (1000-1½)	1000-3	978 (1000-3)



TDZ/CL Rwy 22  
HIRL Rwy 4-22 and 13-31  
REIL Rwy 13, 22, and 31

VOR/DME LGA	APP CRS	Rwy Idg	7001
113.1	046°	TDZE	22
Chan 78		Apt Elev	22

▼

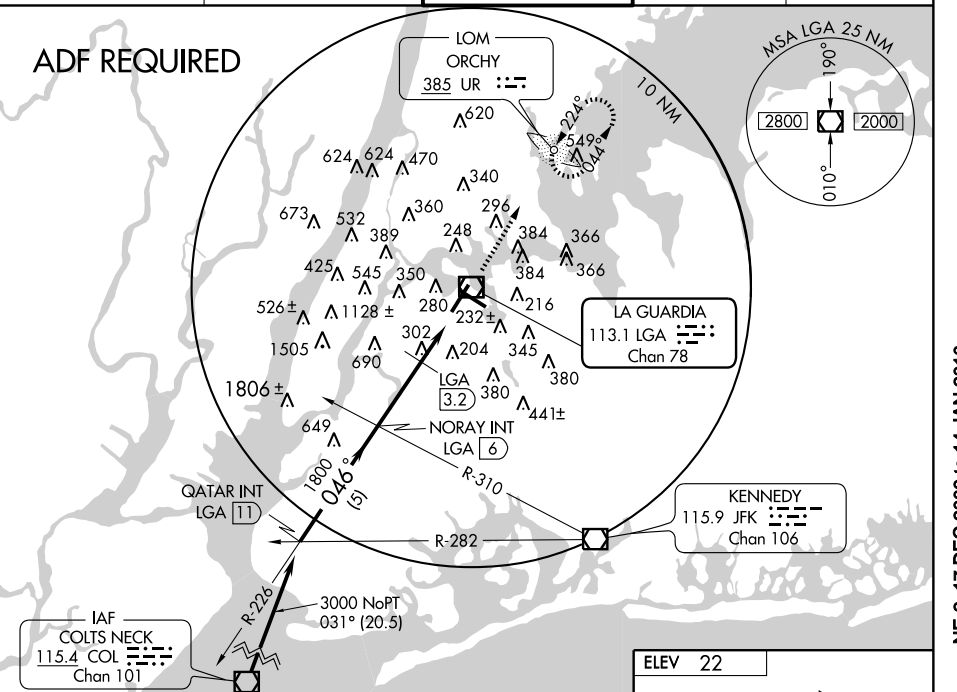
▲

Inoperative table does not apply to Cats A and B.

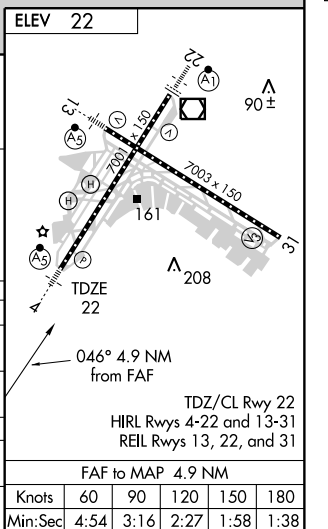
MALSR

MISSED APPROACH: Climb to 2000 direct ORCHY LOM and hold.

ATIS ARR	125.95	NEW YORK APP CON	120.8 263.0	LA GUARDIA TOWER	118.7 263.0	GND CON	121.7 263.0	CLNC DEL	135.2
ATIS DEP	127.05								



QATAR INT LGA 11				
3000				
046°				
1800				
3.33° TCH 52				
740				
5 NM				
2.8 NM				
2.1 NM				
CATEGORY	A	B	C	D
S-4	740/50	718 (800-1)	740-1½ 718 (800-1½)	740-1¾ 718 (800-1¾)
CIRCLING	740-1	718 (800-1)	740-2 718 (800-2)	740-2¼ 718 (800-2¼)
DME MINIMUMS				
S-4	560/50	538 (600-1)	560/60 538 (600-1¼)	
CIRCLING	580-1 558 (600-1)	600-1 578 (600-1)	620-1½ 598 (600-1½)	700-2¼ 678 (700-2¼)



NE-2, 17 DEC 2009 to 14 JAN 2010



LOC I-SWF	APP CRS	Rwy Idg	8818
110.1	092°	TDZE	482
		Apt Elev	491

# COPTER ILS or LOC RWY 9

NEWBURGH/STEWART INTL (SWF)

ALTIMETER REQUIRED



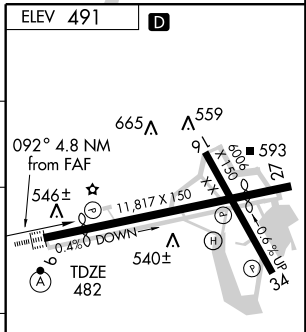
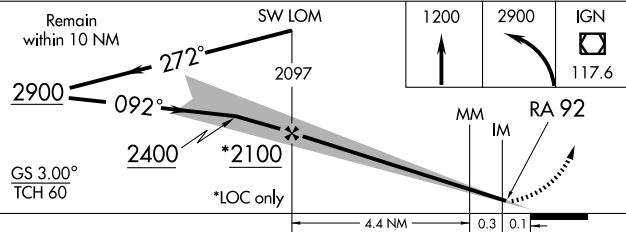
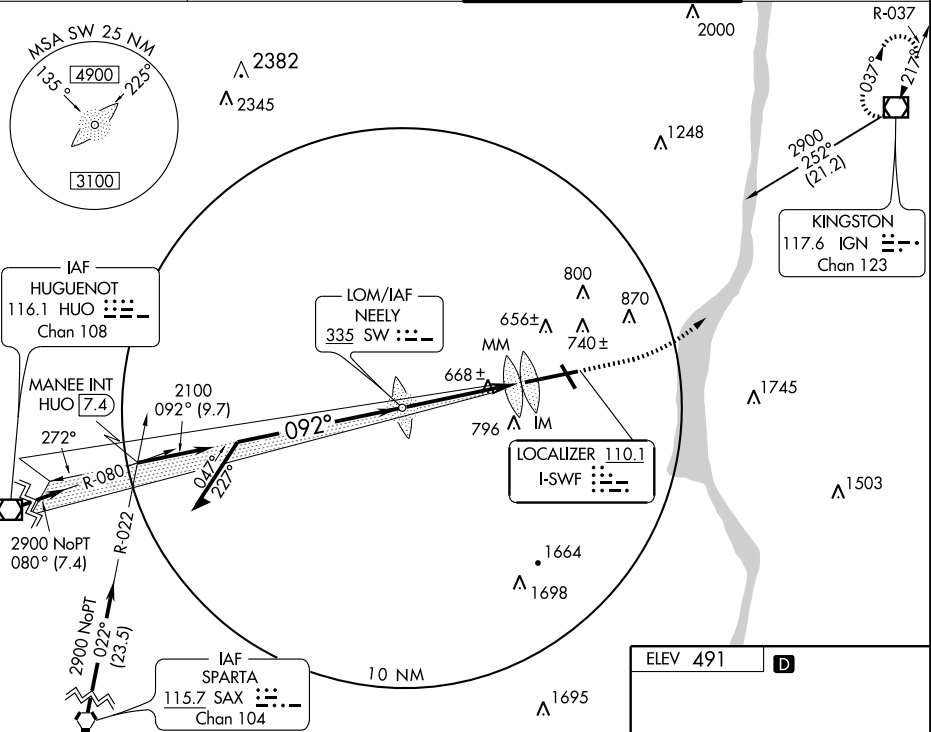
MISSED APPROACH: Climb to 1200, then climbing left turn to 2900 direct IGN VOR/DME and hold.

ATIS  
124.575

NEW YORK APP CON  
132.75 363.1

STEWART TOWER  
121.0 254.4

GND CON  
121.9



CATEGORY	COPTER	B	C	D
H-ILS 9	582/12 100 RA 92		NA	
H-LOC 9	920/12 438 (500-¼)		NA	

TDZ/CL Rwy 9  
HIRL Rwy 9-27  
MIRL Rwy 16-34  
REIL Rwy 16, 27 and 34

COPTER ILS CATEGORY II - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

FAF to MAP 4.8 NM					
Knots	45	60	75	90	105
Min:Sec	6:24	4:48	3:50	3:12	2:45

## HUDSON ONE ARRIVAL

NEWBURGH, NEW YORK

NEW YORK APP CON

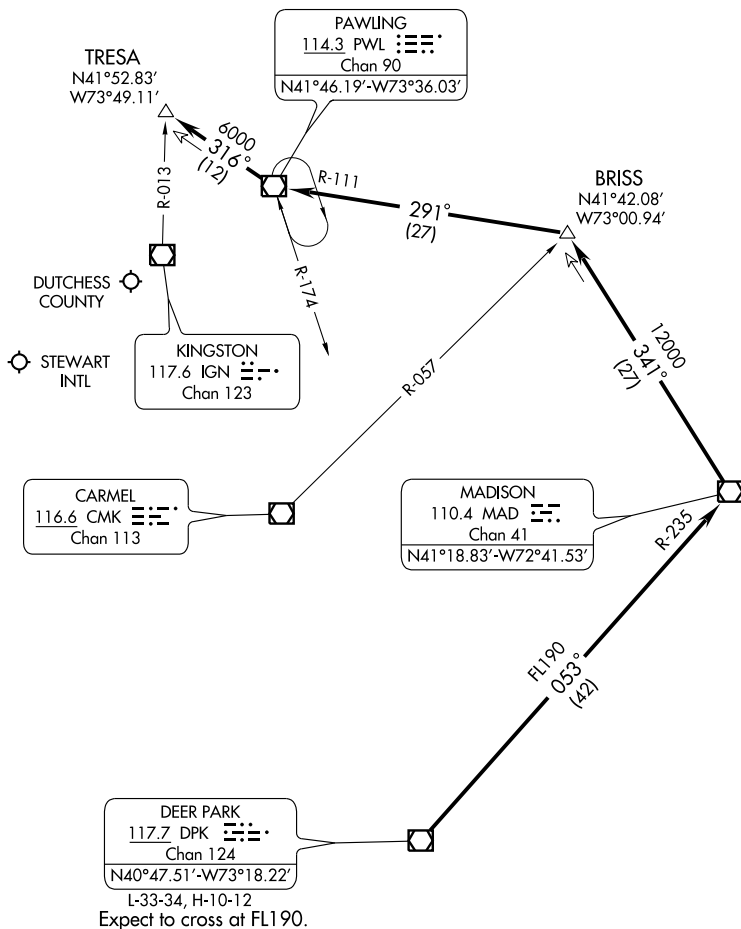
132.75 363.1

STEWART INTL ATIS

124.575

DUTCHESS COUNTY ATIS

126.75



... From over DPK VOR/DME via DPK R-053 and MAD R-235 to MAD VOR/DME, then via MAD R-341 to BRISS INT, then via PWL R-111 to PWL VOR/DME, then via PWL R-316 to TRESA INT. Expect RADAR vectors to final approach course.



LOC I-SWF	APP CRS	Rwy Idg	<b>8818</b>
<b><u>110.1</u></b>	<b>092°</b>	TDZE	<b>482</b>
		Apt Elev	<b>491</b>

ILS or LOC RWY 9  
NEWBURGH/STEWART INTL (SWF)

ALSF-2



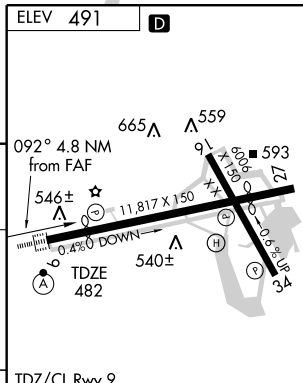
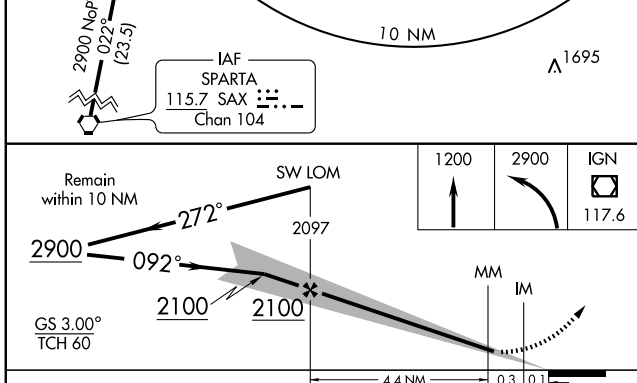
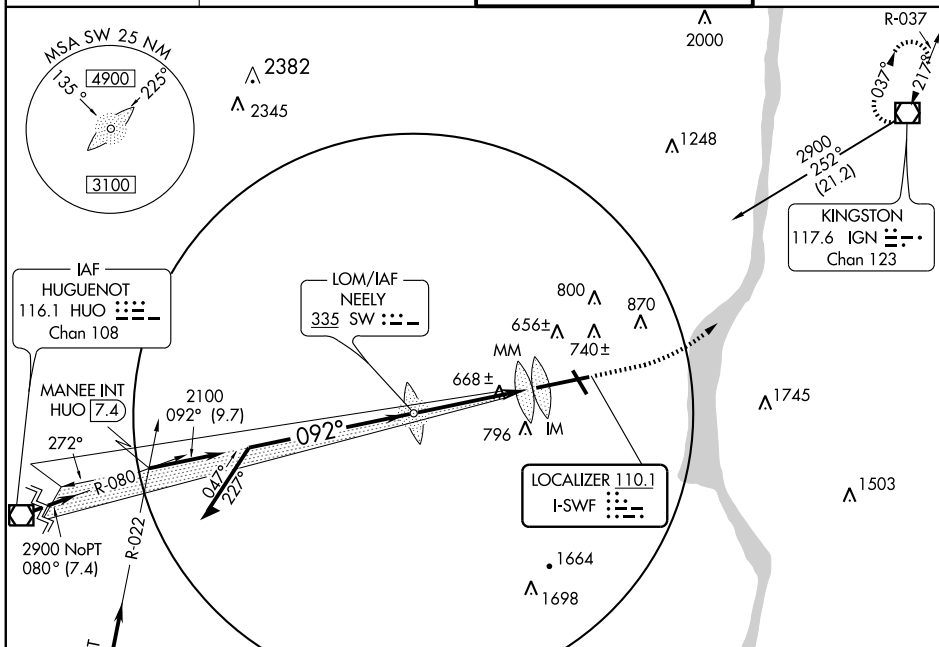
**MISSED APPROACH:** Climb to 1200, then climbing left turn to 2900 direct IGN VOR/DME and hold.

ATIS  
124.575

NEW YORK APP CON  
132.75 363.1

STEWART TOWER  
121.0 254.4

GND CON  
121 9







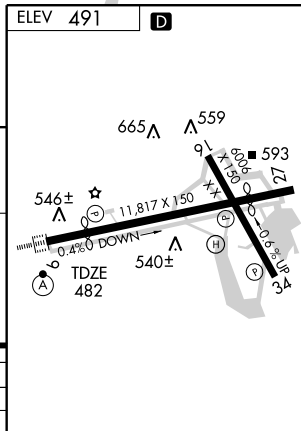
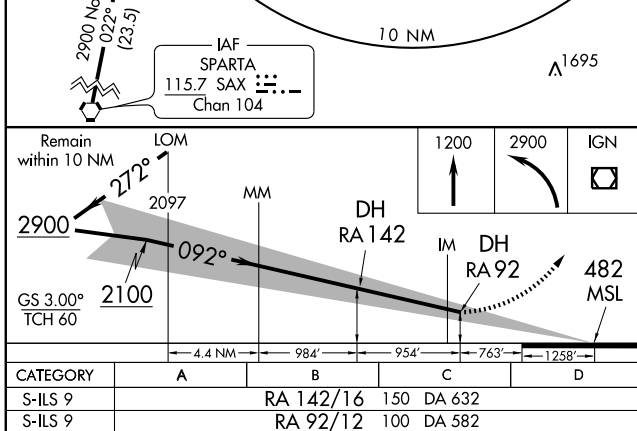
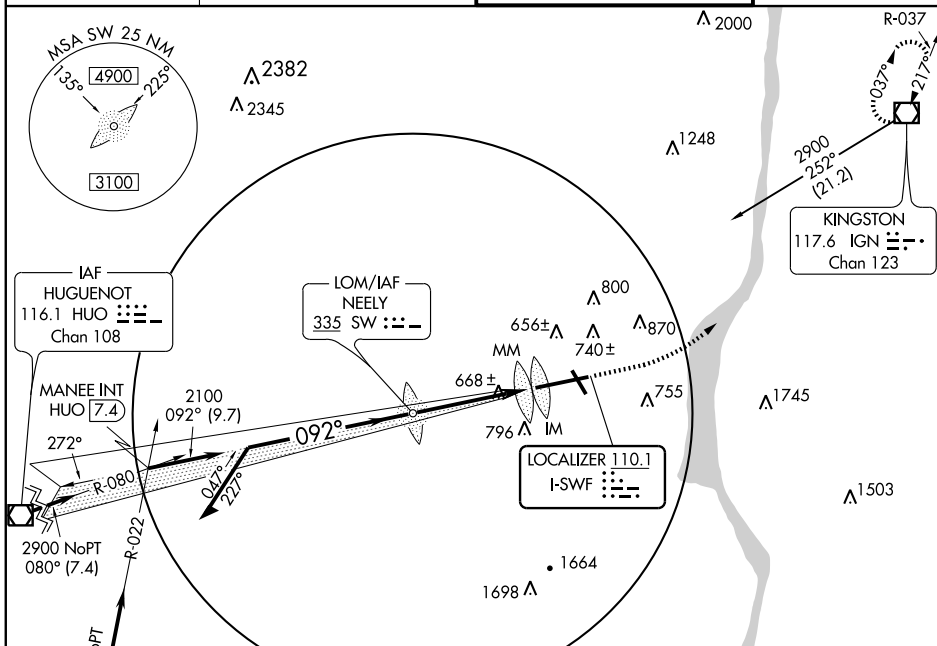
CATEGORY	A	B	C	D
S-ILS 9	682/18 200 (920-½)			
S-LOC 9	920/24 438 (500-½)	920/40 438 (500-¾)	920/50 438 (500-1)	
CIRCLING	1040-1 549 (600-1)	1100-1¾ 609 (700-1 ¾)	1100-2 609 (700-2)	

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

LOC I-SWF <b><u>110.1</u></b>	APP CRS <b>092°</b>	Rwy Idg <b>8818</b> TDZE <b>482</b> Apt Elev <b>491</b>
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**ILS RWY 9 (CAT II)**  
**NEWBURGH/STEWART INTL (SWF)**

 	ALSF-2  		MISSED APPROACH: Climb to 1200, then climbing left turn to 2900 direct IGN VOR/DME and hold.	
	ATIS <b>124.575</b>	NEW YORK APP CON <b>132.75 363.1</b>	STEWART TOWER <b>121.0 254.4</b>	GND CON <b>121.9</b>



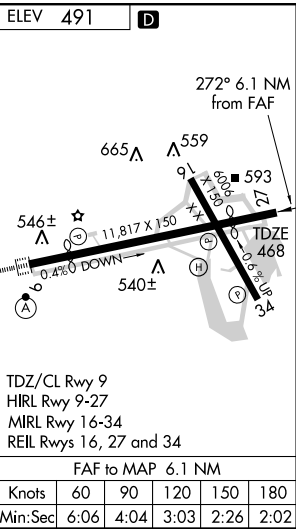
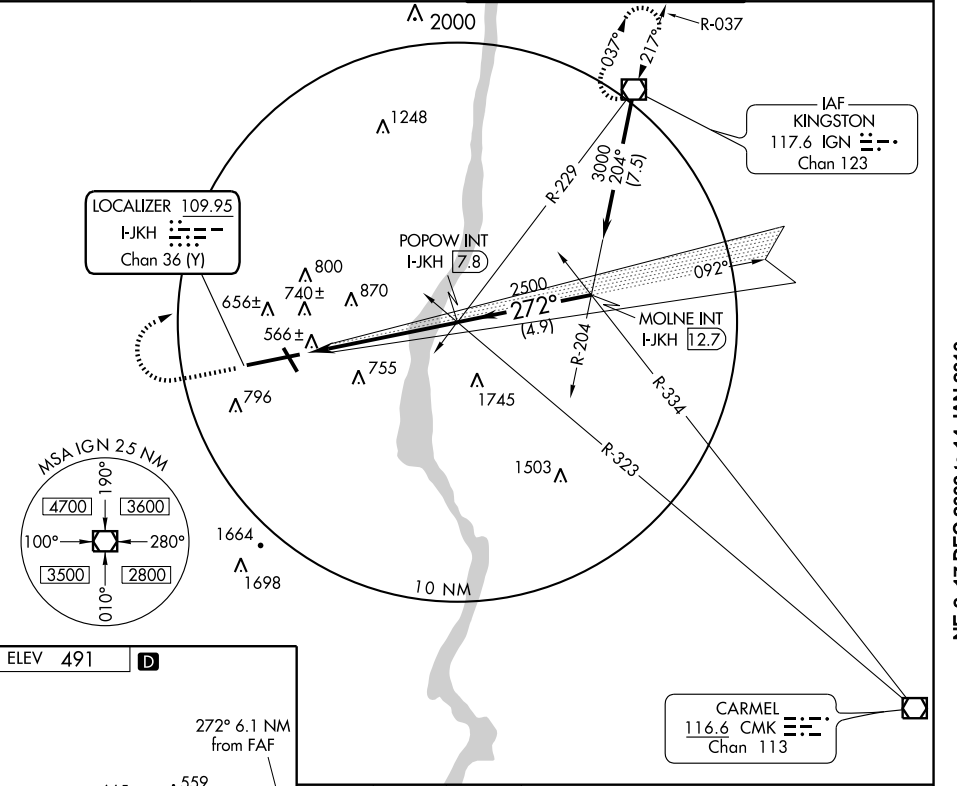
CATEGORY II ILS SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 9  
HIRL Rwy 9-27  
MIRL Rwy 16-34  
REIL Rwy 16, 27 and 34

NE-2: 17 DEC 2009 to 14 JAN 2010

LOC/DME I-JKH	APP CRS	Rwy Idg	9818
109.95	272°	TDZE	468
Chan 36 (Y)		Apt Elev	491

▽ ▲ Inoperative table does not apply.		MISSED APPROACH: Climb to 1600, then climbing right turn to 3000 direct IGN VOR/DME and hold.	
ATIS 124.575	NEW YORK APP CON 132.75 363.1	STEWART TOWER 121.0 254.4	GND CON 121.9



ELEV 491		D	
1600		3000	
IGN		117.6	
POPOW INT I-JKH (7.8)		MOLNE INT I-JKH (12.7)	
2500		2500	
272°		272°	
6.1 NM		4.9 NM	
S-ILS 27		718-1 250 (300-1)	
S-LOC 27		840-1 372 (400-1)	
CIRCLING		1040-1 549 (600-1)	
Knots		60 90 120 150 180	
Min:Sec		6:06 4:04 3:03 2:26 2:02	

NE-2, 17 DEC 2009 to 14 JAN 2010

GPS or RNP-0.3 required.  
DME/DME RNP-0.3 NA.  
Baro-VNAV NA below -15°C (5°F).

ALSIF-2

MISSED APPROACH: Climb to 3000 direct ETUGE WP and hold.

ATIS 124.575	NEW YORK APP CON 132.75 363.1	STEWART TOWER 121.0 254.4	GND CON 121.9
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EKETE

2900

092°

CEVAX

2100

RW09

3000

ETUGE

\* 1.4 NM to RW09

\* LNAV only

5 NM

3.4 NM

1.4

CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	980/60 498 (500-1¼)			
LNAV MDA	980/24 498 (500-½)	980/40 498 (500-¾)	980/50 498 (500-1)	
CIRCLING	1040-1¼ 549 (600-1¾)	1100-1¾ 609 (700-1¾)	1100-2 609 (700-2)	

ELEV 491

D

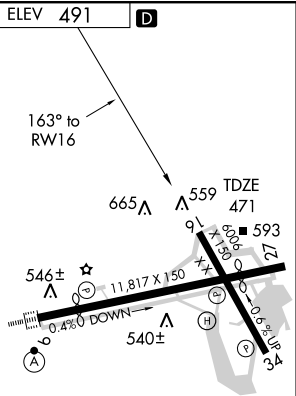
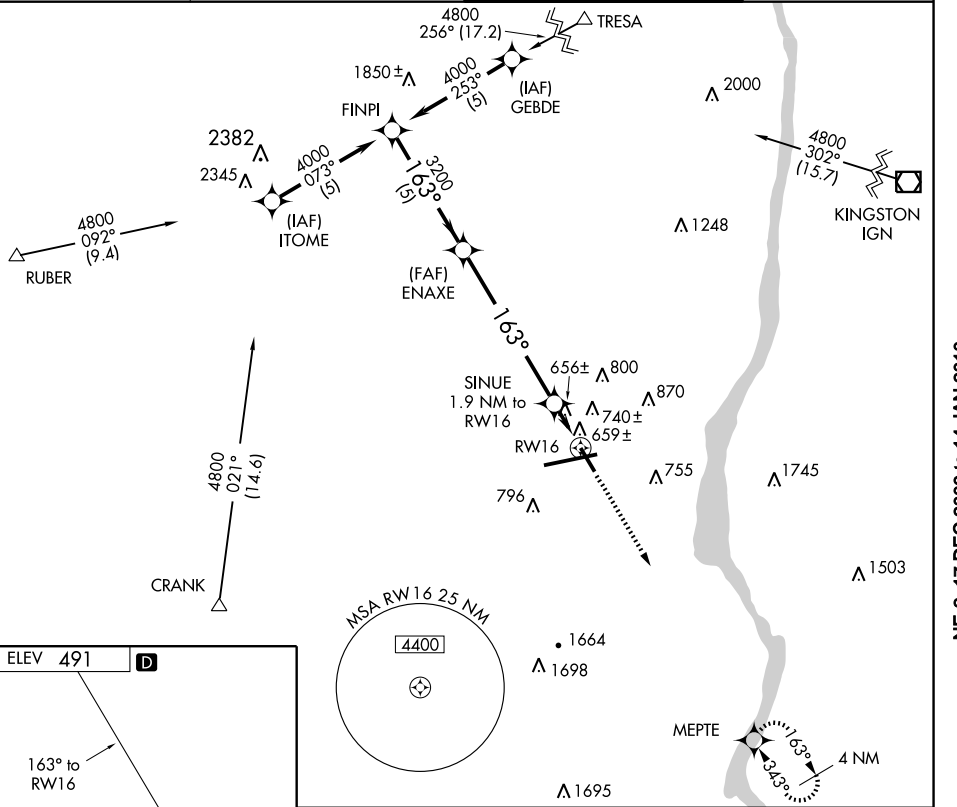
TDZ/CL Rwy 9  
HIRL Rwy 9-27  
MIRL Rwy 16-34  
REIL Rws 16, 27 and 34

NE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6006
163°	TDZE	471
	Apt Elev	491

<div><div>▽</div><div>△ NA</div></div>	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 4000 direct MEPTT WP and hold.
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ATIS 124.575	NEW YORK APP CON 132.75 363.1	STEWART TOWER 121.0 254.4	GND CON 121.9
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TDZ/CL Rwy 9  
HIRL Rwy 9-27  
MIRL Rwy 16-34  
REIL Rws 16, 27 and 34

	FINPI	ENAXE	SINUE	RW16
	4000	3200	1080	
	5 NM	6.4 NM	1.9 NM	
CATEGORY	A	B	C	D
LNAV MDA	920-1	449 (500-1)	920-1¼ 449 (500-1¼)	920-1½ 449 (500-1½)
CIRCLING	1040-1	549 (600-1)	1100-1¾ 609 (700-1¾)	1100-2 609 (700-2)

NE-2, 17 DEC 2009 to 14 JAN 2010

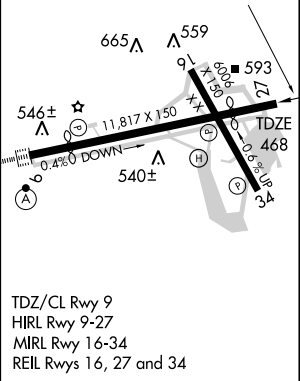
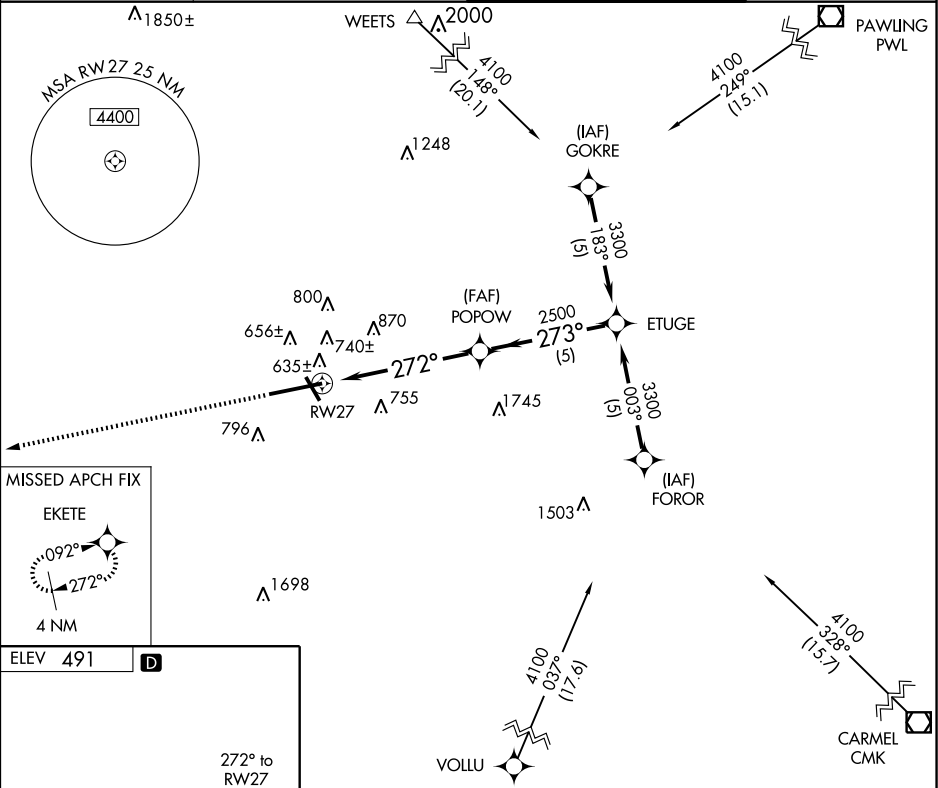
GPS or RNP-0.3 required.

DME/DME RNP-0.3 NA.

BARO-VNAV NA below -15°C (5°F).

MISSED APPROACH: Climb to 3000 direct EKETE WP and hold.

ATIS 124.575	NEW YORK APP CON 132.75 363.1	STEWART TOWER 121.0 254.4	GND CON 121.9
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<div>3000 ↑</div> <div>EKETE ✦</div>		<div>ETUGE</div> <div>3300</div> <div>Procedure Turn NA</div> <div>GS 3.00° TCH 55</div>		
<div>RW27 ⋯</div> <div>272°</div>		<div>POPOW</div> <div>2500</div> <div>VGSI and descent angles not coincident</div>	<div>273°</div>	
6.1 NM		5 NM		
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	900-1½ 432 (500-1½)			
LNAV MDA	960-1	492 (500-1)	960-1¼ 492 (500-1¼)	960-1½ 492 (500-1½)
CIRCLING	1040-1½	549 (600-1½)	1100-1¾ 609 (700-1¾)	1100-2 609 (700-2)

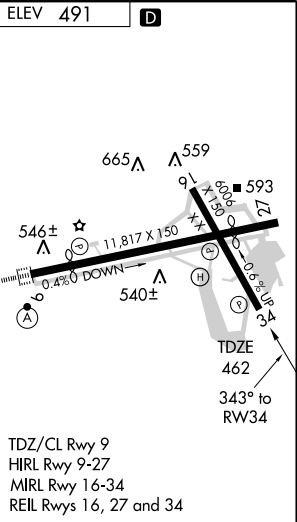
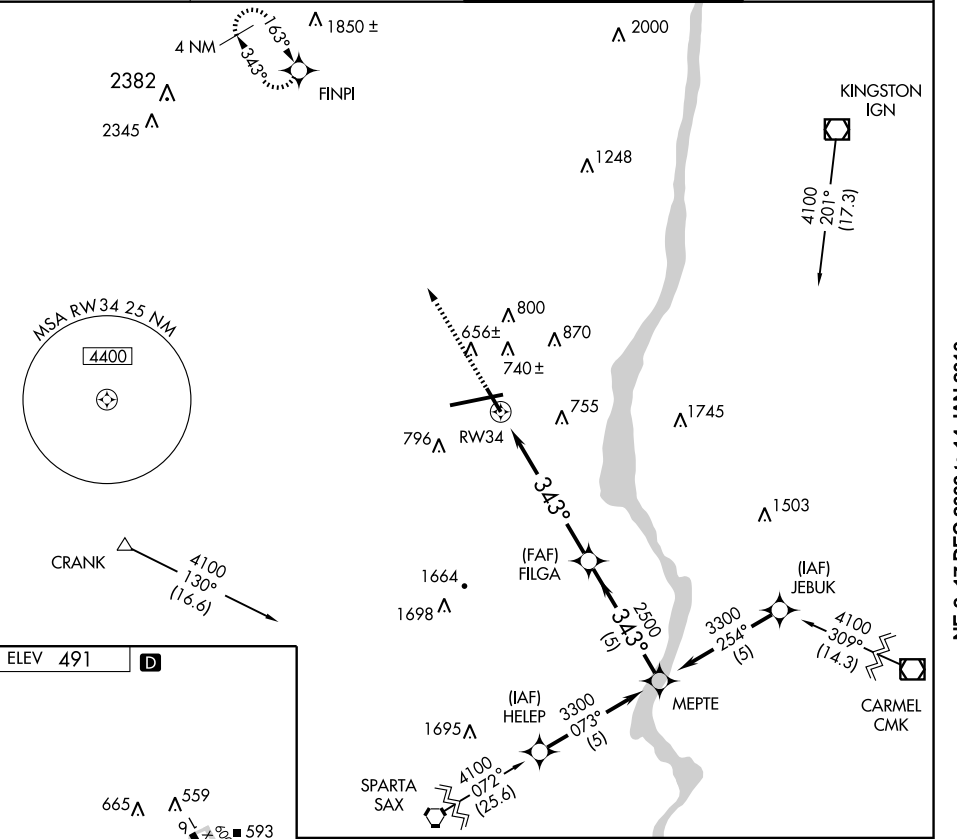
NE-2, 17 DEC 2009 to 14 JAN 2010

NA

GPS or RNP-0.3 required.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000  
direct FINPI WP and hold.

ATIS <b>124.575</b>	NEW YORK APP CON <b>132.75 363.1</b>	STEWART TOWER <b>121.0 254.4</b>	GND CON <b>121.9</b>
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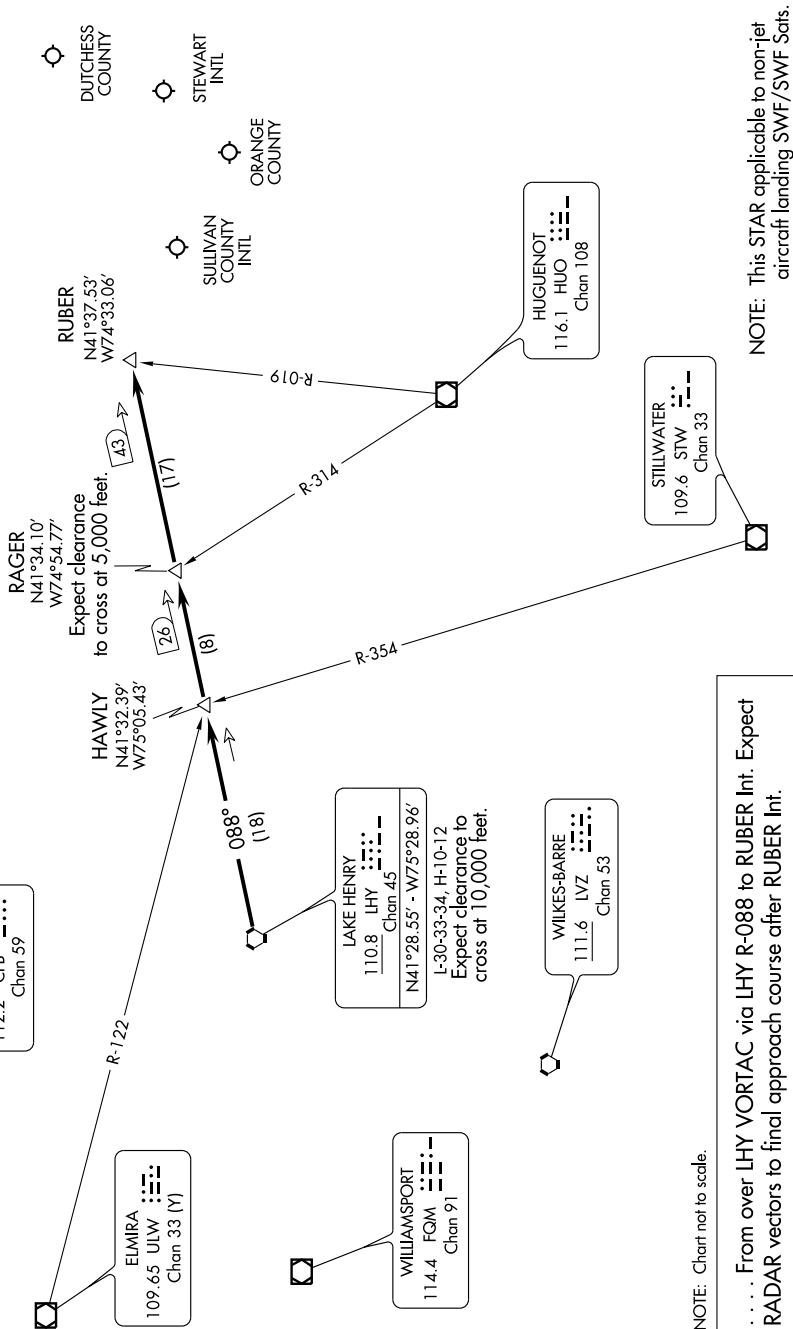
	<div> <div>4000</div> <div>FINPI</div> </div>		<div> <div>MEPE</div> <div>Procedure Turn NA</div> </div>	
	<div> <div>1.7 NM to RW34</div> <div> <div>1.7</div> <div>4.5 NM</div> <div>5 NM</div> </div> </div>		<div> <div>343°</div> <div>3300</div> </div>	
CATEGORY	A	B	C	D
LNAV MDA	1020-1	558 (600-1)	1020-1½ 558 (600-1½)	1020-1¾ 558 (600-1¾)
CIRCLING	1040-1 549 (600-1)	1060-1 569 (600-1)	1100-1¾ 609 (700-1¾)	1100-2 609 (700-2)

NE-2, 17 DEC 2009 to 14 JAN 2010

## RUBER ONE ARRIVAL

NEWBURGH, NEW YORK

NEW YORK APP CON 132.75 363.1  
STEWART INTL ATIS 124.575  
SULLIVAN COUNTY INTL AWOS-3 134.025  
ORANGE COUNTY ASOS 119.275  
DUTCHESS COUNTY ATIS 126.75





## STEWART FIVE DEPARTURE

SL-450 (FAA)

NEWBURGH/STEWART INTL (SWF)  
NEWBURGH, NEW YORK

STEWART TOWER

121.0 254.4

NEW YORK DEP CON

132.75 363.1

CAUTION: Glider activity  
between airport and  
WEARD INT.

HANCOCK  
116.8 HNK  
Chan 115  
N42°03.78'-W75°18.98'  
L-30-33, H-10-12

LAKE HENRY  
110.8 LHY  
Chan 45  
N41°28.55'  
W75°28.96'  
L-30-33-34, H-10-12

HUGUENOT  
116.1 HUO  
Chan 108  
N41°24.58'  
W74°35.50'  
L-33-34, H-10-12

NOTE: HUO, COATE, VALRE,  
HIDAL, BRISS, LOVES for aircraft  
filing Tower Enroute Control 5000'  
and below.

SOLBERG  
112.9 SBJ  
Chan 76  
N40°34.98'-W74°44.51'  
L-33-34, H-10-12

LANNA  
N40°33.58'  
W75°01.66'  
L-33-34,  
H-10-12

NOTE: WHITE for aircraft  
planned to operate 10000'  
and above.

BIGGY  
N40°25.18'  
W74°58.36'  
L-33-34, H-10-12

WHITE  
N40°00.41'  
W74°15.08'  
L-34, H-10-12

PAWLING  
114.3 PWL  
Chan 90  
N41°46.19'  
W73°36.03'  
L-33-34, H-10-12

WEARD  
N41°45.73'  
W74°31.50'  
L-33-34

HIDAL  
N42°15.84'  
W73°29.89'  
L-33-34

STUBY  
N41°54.13'  
W73°26.23'  
L-33-34

BRISS  
N41°42.08'  
W73°00.94'  
L-33-34

LOVES  
N41°32.33'  
W73°29.29'  
L-33-34

KINGSTON  
117.6 IGN  
Chan 123  
N41°39.93'  
W73°49.33'  
L-33-34, H-10-12

HARTFORD  
114.9 HFD  
Chan 96  
N41°38.46'-W72°32.86'  
L-33-34, H-10-12

NOTE: HFD for aircraft  
planned 9000' and below.

COLTS NECK  
115.4 COL  
Chan 101  
N40°18.70'-W74°09.59'  
L-34, H-10-12

## TAKE-OFF MINIMUMS

Rwy 9: Standard with ATC climb of 225' per NM to 2700.

Rwy 16: Standard with minimum obstacle climb of 255' per NM to 2000,  
ATC climb of 300' per NM to 2000.

Rwy 27: 300-1 or Standard with minimum climb of 366' per NM to 800.

Rwy 34: 300-1¼ or Standard with minimum climb of 503' per NM to 800.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-2, 17 DEC 2009 to 14 JAN 2010



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb heading 092° to 2000, then turn left heading 080°, maintain 3000. Thence . . . .

TAKE-OFF RUNWAY 16: Climb heading 163° to 2000, then turn right heading 250°, maintain 3000. Thence . . . .

TAKE-OFF RUNWAY 27: Climb heading 272° to 3000. Thence . . . .

TAKE-OFF RUNWAY 34: Climb heading 343° to 3000. Thence . . . .

. . . . via radar vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS: If radio contact is not established/lost within 2 minutes after departure, proceed on course and climb to 5000'. Ten minutes after departure, climb to filed altitude/flight level.

TAKE-OFF OBSTACLES

Rwy 9: Trees beginning 730' from DER, 23' left of centerline, up to 66' AGL/566' MSL.  
Bush 172' from DER, 193' left of centerline, up to 43' AGL/483' MSL.

Rwy 16: Trees 785' from DER, 461' left of centerline, up to 86' AGL/466' MSL. Trees beginning 1254' from DER, 563' right of centerline, up to 112' AGL/492' MSL.

Rwy 27: Trees beginning 685' from DER, 525' left of centerline, up to 23' AGL/543' MSL. Fence 430' from DER, 528' left of centerline, 19' AGL/ 529' MSL.  
Middle Marker 701' from DER, on rwy centerline, 5' AGL/ 515' MSL.

Rwy 34: Trees beginning 608' from DER, 21' left of centerline, up to 91' AGL/611' MSL.  
Terrain and Trees beginning 77' from DER, 71' right of centerline, up to 92' AGL/612' MSL.

▼

▲

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 direct IGN VOR/DME and hold.

ATIS

124.575

NEW YORK APP CON

132.75

363.1

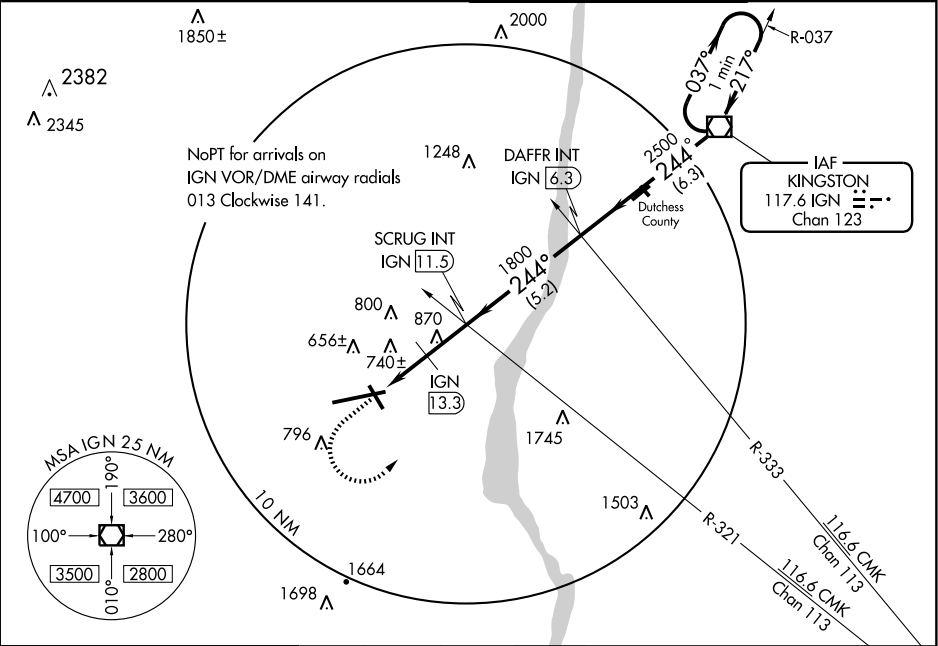
STEWART TOWER

121.0

254.4

GND CON

121.9



ELEV 491

D

1200

3000

IGN 117.6

One Minute Holding Pattern

DAFFR INT IGN 6.3

SCRUG INT IGN 11.5

IGN 13.3

IGN 15.6

244°

037°

217°

3000

2500

1800

1180 TCH 50

2.3

1.8 NM

5.2

6.3 NM

244° 4.1 NM from FAF

665

559

593

546±

11.817 X 150

TDZE 481

540±

34

TDZ/CL Rwy 9

HIRL Rwy 9-27

MIRL Rwy 16-34

REIL Rwy 16, 27 and 34

CATEGORY	A	B	C	D
S-27	1180-1 699 (700-1)		1180-2 699 (700-2)	1180-2 ¼ 699 (700-2 ¼)
CIRCLING	1180-1 689 (700-1)		1180-2 689 (700-2)	1180-2 ¼ 689 (700-2 ¼)
DME MINIMUMS				
S-27	980-1 499 (500-1)		980-1 ¼ 499 (500-1 ¼)	980-1 ½ 499 (500-1 ½)
CIRCLING	1040-1 549 (600-1)		1100-1 ¼ 609 (700-1 ¼)	1100-2 609 (700-2)

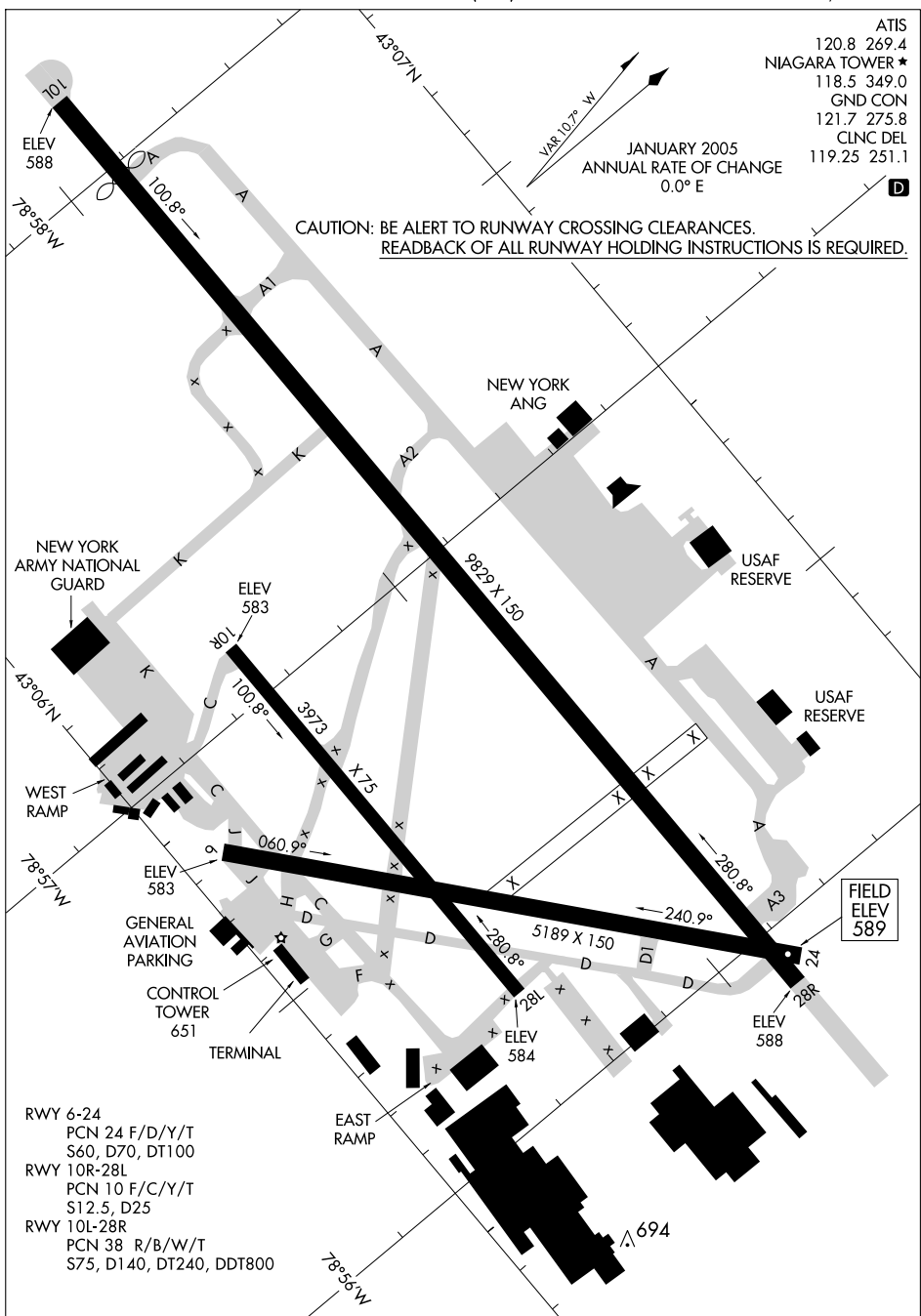
FAF to MAP 4.1 NM

Knots 60 90 120 150 180

Min:Sec 4:06 2:44 2:03 1:38 1:22

## AIRPORT DIAGRAM

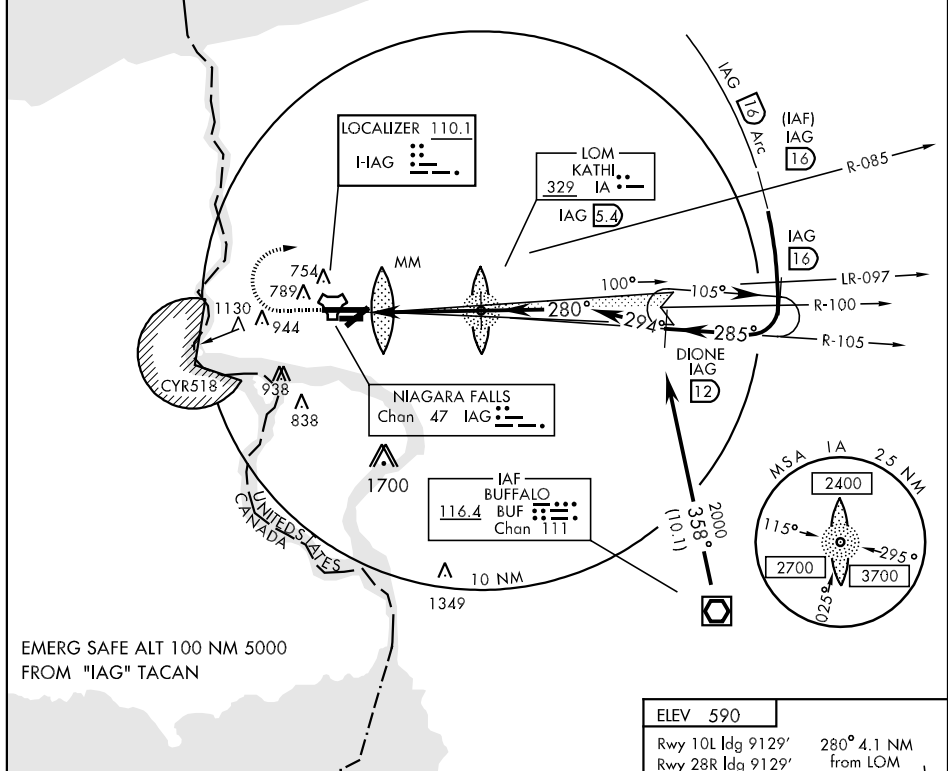
AL-614 (FAA)

 NIAGARA FALLS INTL (IAG)  
 NIAGARA FALLS, NEW YORK


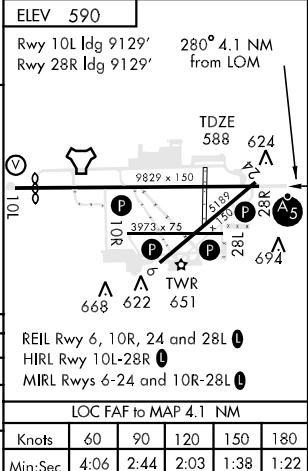
NE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-AG 110.1	APP CRS 280°	Rwy Idg TDZE Arprt Elev <b>9129</b> <b>588</b> <b>590</b>	AL-614 [USAF]	NIAGARA FALLS INTL (KIAG)
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<b>▼</b>	<b>MALSR</b> <b>A5</b>	<b>MISSED APPROACH:</b> Climb to 1200 then climbing right turn to 3200 via heading 075° to intercept and proceed CW on 16 DME Arc then via IAG R-105 to DIONE/IAG 12 DME and hold.			
ATIS <b>120.8 269.4</b>	BUFFALO APP CON <b>126.5 317.6</b>	NIAGARA TOWER ★ <b>118.5 (CTAF) 0 349.0</b>	GND CON <b>121.7 275.8</b>	CLNC DEL <b>119.25 251.1</b>	UNICOM <b>122.95</b>



1200	3200	CW IAG 16 Arc Chan 47	KATHI LOM 5.4	DIONE R-105 12
↑	Hdg 075°		Intcp Lczt	2000
TACAN 1.3	MM		1763	294°
			1800 (LOC)	280°
			GS 2.50°	TCH 66
0.6 3.5 NM				
CATEGORY	A	B	C	D
S-ILS 28R	788/24		200	(200-½)
S-LOC 28R	900/24	312	(400-½)	900/40 312 (400-¾)
CIRCLING	1100-1 510	(600-1)	1100-1½ 510 (600-1½)	1180-2 590 (600-2)

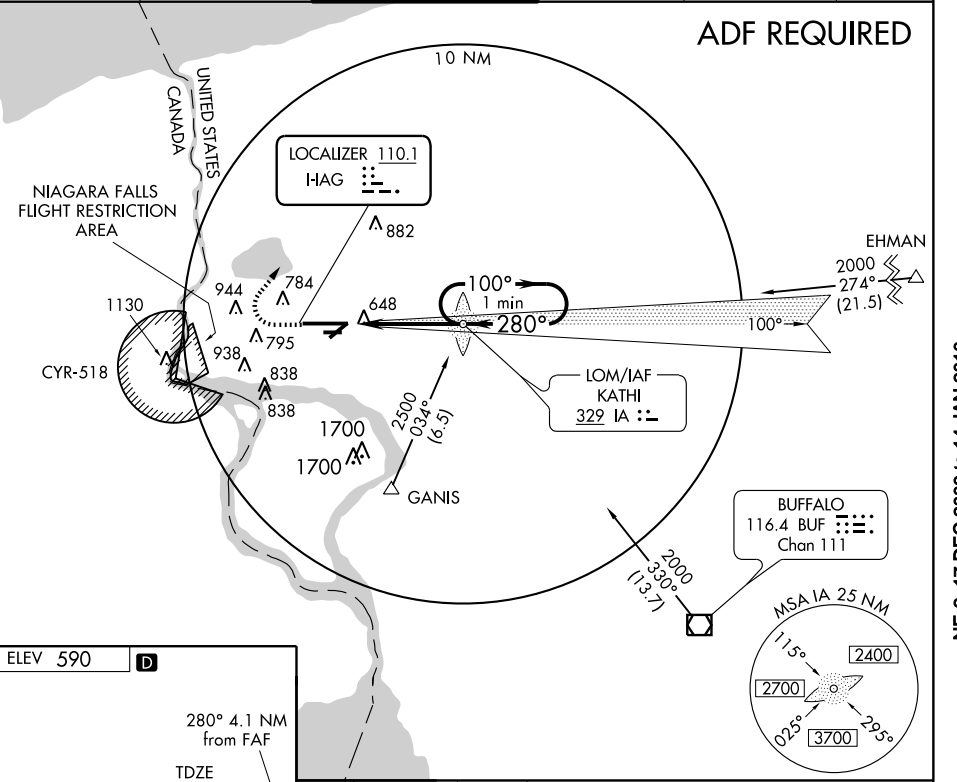


▽

MALSR

MISSED APPROACH: Climb to 1200, then climbing right turn to 3200 via heading 050°, then direct I-A LOM and hold.

ATIS	BUFFALO APP CON	NIAGARA TOWER ★	GND CON	CLNC DEL	UNICOM
120.8 269.4	126.5 317.6	118.5 (CTAF) 0 349.0	121.7 275.8	119.25 251.1	122.95



ELEV 590

D

Diagram showing the runway layout and approach path. Key features include: 

- REIL Rwy 6, 10R, 24, and 28L**
- HIRL Rwy 10L-28R**
- MIRL Rwy 6-24 and 10R-28L**
- FAF to MAP 4.1 NM**
- TDZE 588**
- 624** (128R)
- 668** (10R)
- 622** (651)
- 694** (128R)
- 3973 X 75**
- 9829 X 150**
- 280° 4.1 NM from FAF**

1200	3200	IA
↑	HDG 050°	
		329

LOM

1763

One Minute Holding Pattern

Diagram of the One Minute Holding Pattern. Key features include: 

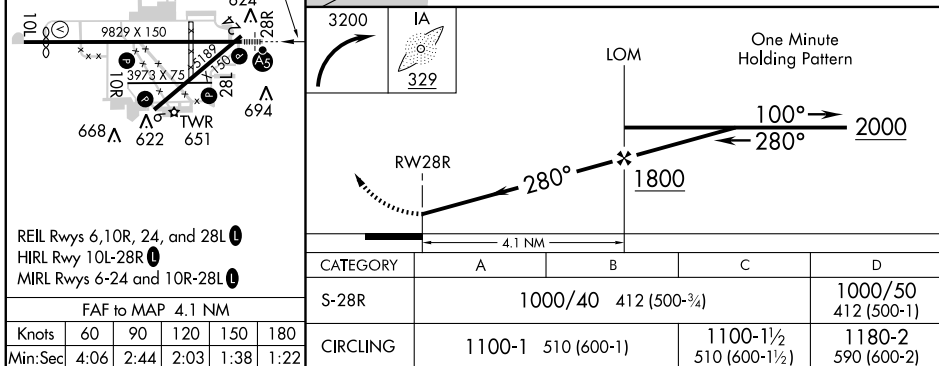
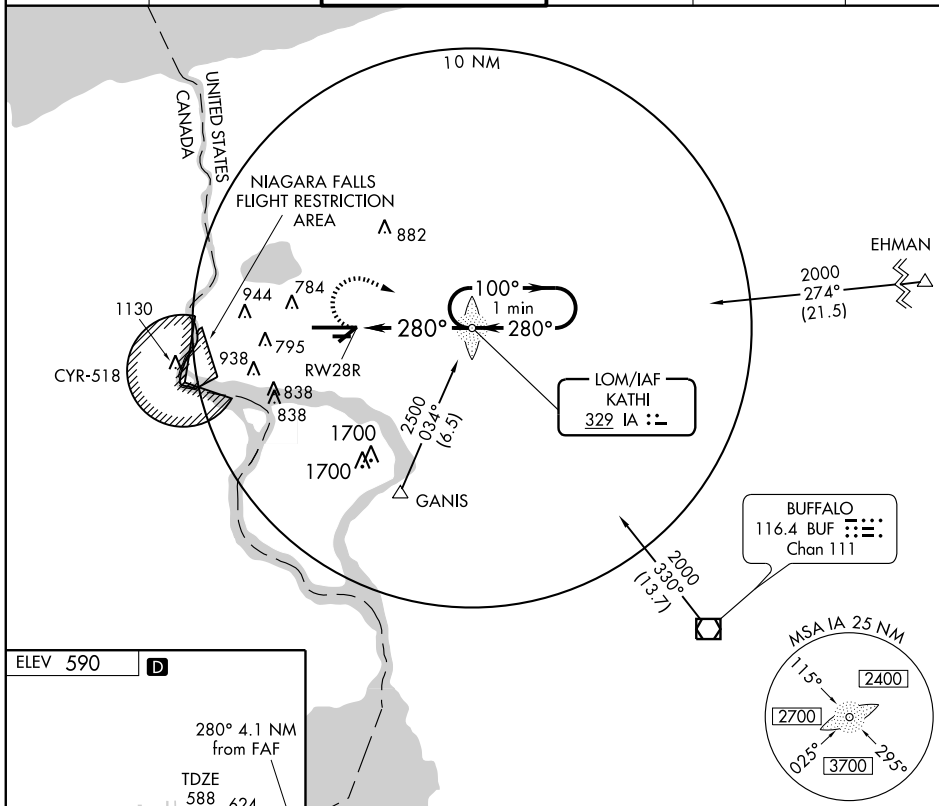
- 100°** and **280°** headings.
- 2000** feet altitude.
- GS 2.50°** and **TCH 66**.
- 1800** feet altitude.
- 4.2 NM** distance.

CATEGORY	A	B	C	D
S-ILS 28R	788/24 200 (200-½)			
S-LOC 28R	900/24 312 (400-½)			900/40 312 (400-¾)
CIRCLING	1100-1 510 (600-1)		1100-1½ 510 (600-1½)	

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NE-2, 17 DEC 2009 to 14 JAN 2010

<div><div><div>V</div><div>A</div></div><div>NA</div></div>		<div>MALSR</div> <div><div>AS</div><div><div><div></div><div></div><div></div><div></div><div></div></div></div></div>	MISSED APPROACH: Climbing right turn to 3200 direct IA LOM and hold.			
ATIS 120.8 269.4	BUFFALO APP CON 126.5 317.6	NIAGARA TOWER★ 118.5 (CTAF) 0 349.0	GND CON 121.7 275.8	CLNC DEL 119.25 251.1	UNICOM 122.95	



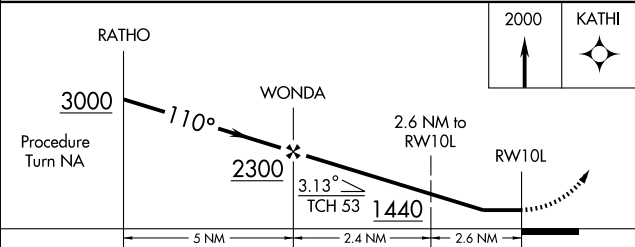
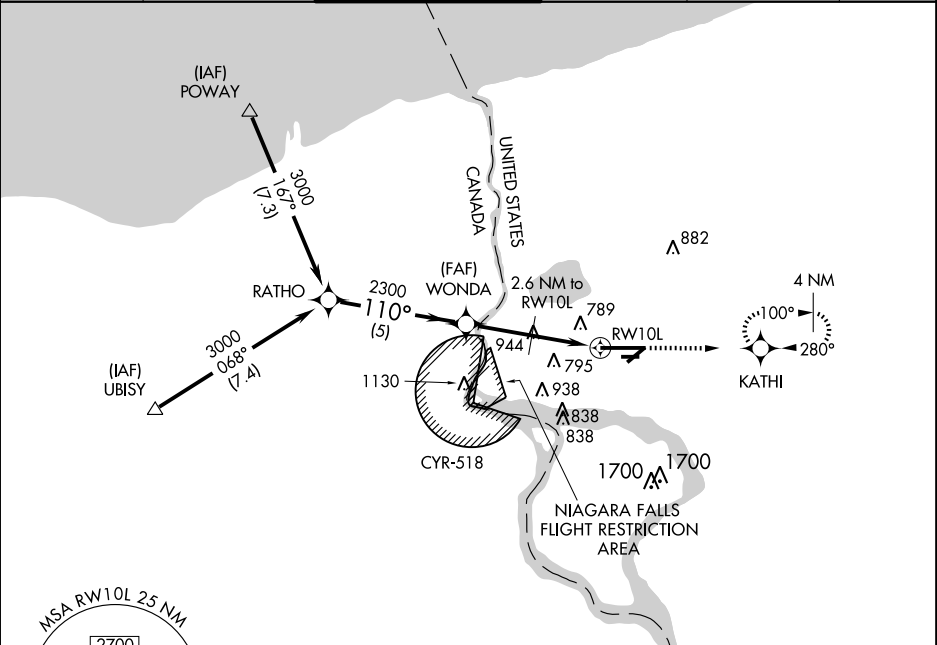
APP CRS <b>110°</b>	Rwy Idg TDZE Apt Elev	<b>9129</b> <b>589</b> <b>590</b>
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# RNAV (GPS) RWY 10L

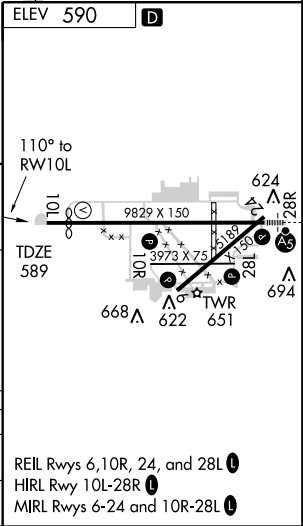
NIAGARA FALLS INTL (IAG)

NA	GPS or RNP-0.3 required. DME/DME RNP -0.3 NA.	MISSED APPROACH: Climb to 2000 direct KATHI WP and hold.
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ATIS <b>120.8 269.4</b>	BUFFALO APP CON <b>126.5 317.6</b>	NIAGARA TOWER ★ <b>118.5 (CTAF) 0 349.0</b>	GND CON <b>121.7 275.8</b>	CLNC DEL <b>119.25 251.1</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LNAV MDA	1040-1 451 (500-1)		1040-1½ 451 (500-1½)	1040-1½ 451 (500-1½)
CIRCLING	1100-1 510 (600-1)		1100-1½ 510 (600-1½)	1180-2 590 (600-2)

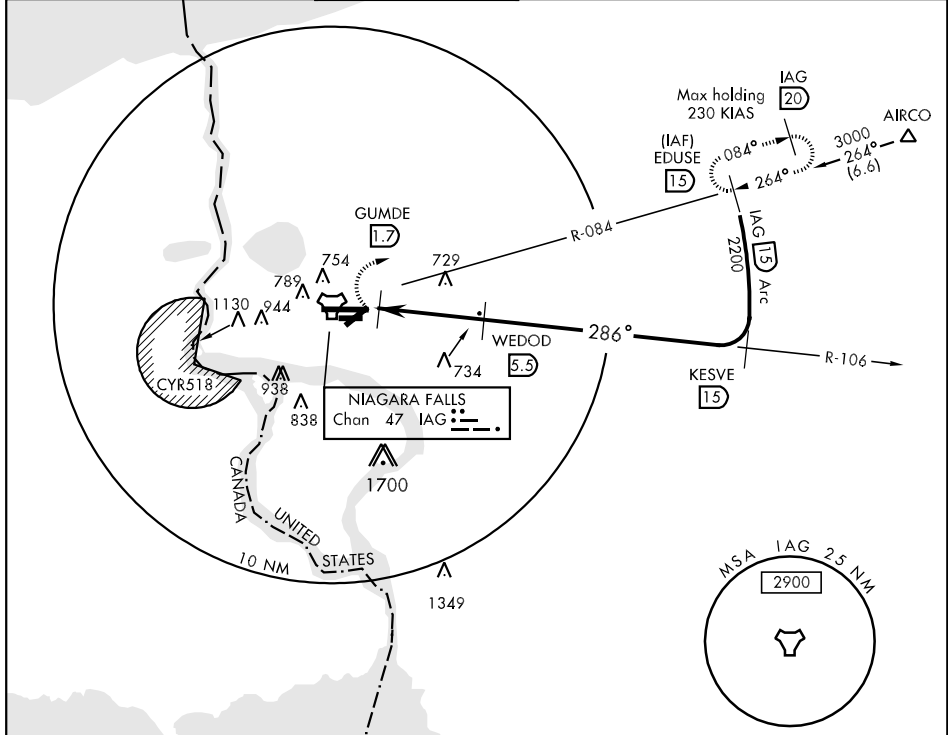




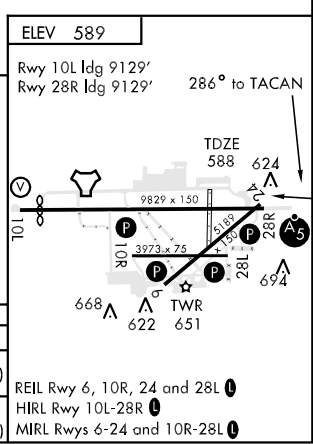
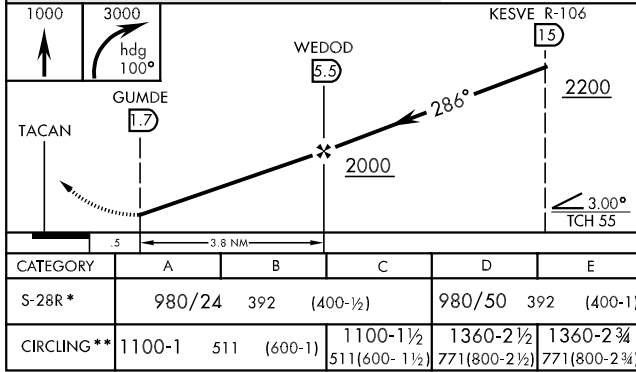
TACAN IAG Chan 47	APCH CRS 286°	Rwy Idg TDZE Arprt Elev	9129 588 589	AL-614 [USAF]	NIAGARA FALLS INTL (KIAG)
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▼ \*When SSALR inop, increase vis CATS ABCE ½ mile, and CAT D ¼ mile.  
 \*\* Circling NA for CAT E south of runway 10L-28R.

ATIS 120.8 269.4	BUFFALO APP CON 126.5 317.6	NIAGARA TOWER ★ 118.5 (CTAF) 0 349.0	GND CON 121.7 275.8	CLNC DEL 119.25 251.1	UNICOM 122.95
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EMERG SAFE ALT 100 NM 5000



NE-2: 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4205
014°	TDZE	1023
	Apt Elev	1025

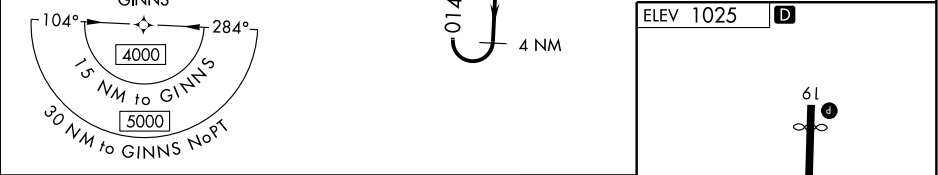
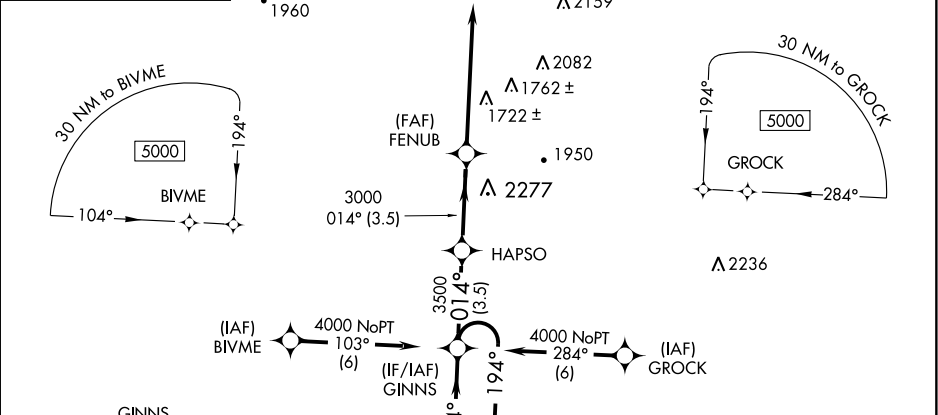
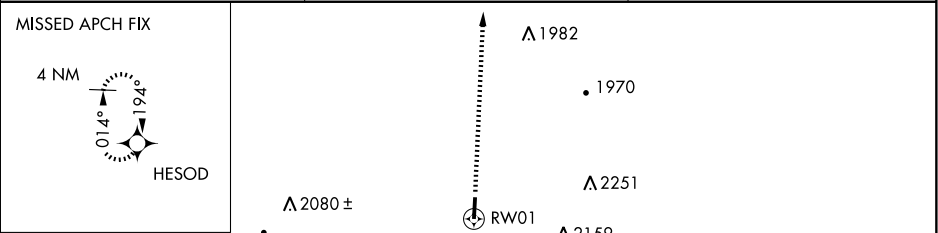
# RNAV (GPS) RWY 1

NORWICH / LT. WARREN EATON (OIC)

**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**⚠** NA When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 160 feet.  
VDP NA when using Binghamton altimeter setting.

MISSED APPROACH: Climb to 4000 direct HESOD and hold.

AWOS-3 <b>119.025</b>	BOSTON CENTER <b>133.25 279.5</b>	UNICOM <b>122.8 (CTAF) 0</b>
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4 NM Holding Pattern	GINNS	HAPSO	FENUB	2.2 NM to RW01	4000 HESOD
4000	194°	014°	3500	3000	014°
VGSI and descent angles not coincident.	3.5 NM	3.5 NM	3.8 NM	2.2 NM	
CATEGORY	A	B	C	D	
LNAV MDA	1980-1¼ 957 (1000-1¼)	1980-1½ 957 (1000-1½)	1980-3	957 (1000-3)	
CIRCLING	2140-1¼ 1115 (1200-1¼)	2160-1½ 1135 (1200-1½)	2160-3 1135 (1200-3)	2220-3 1195 (1200-3)	

REIL Rwys 1 and 19 0  
HIRL Rwy 1-19 0

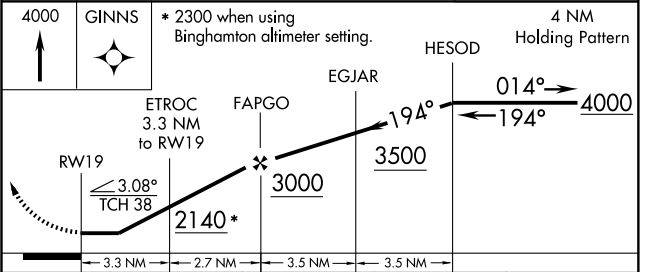
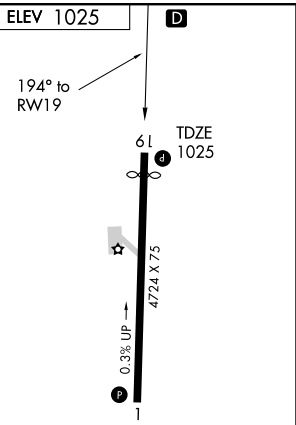
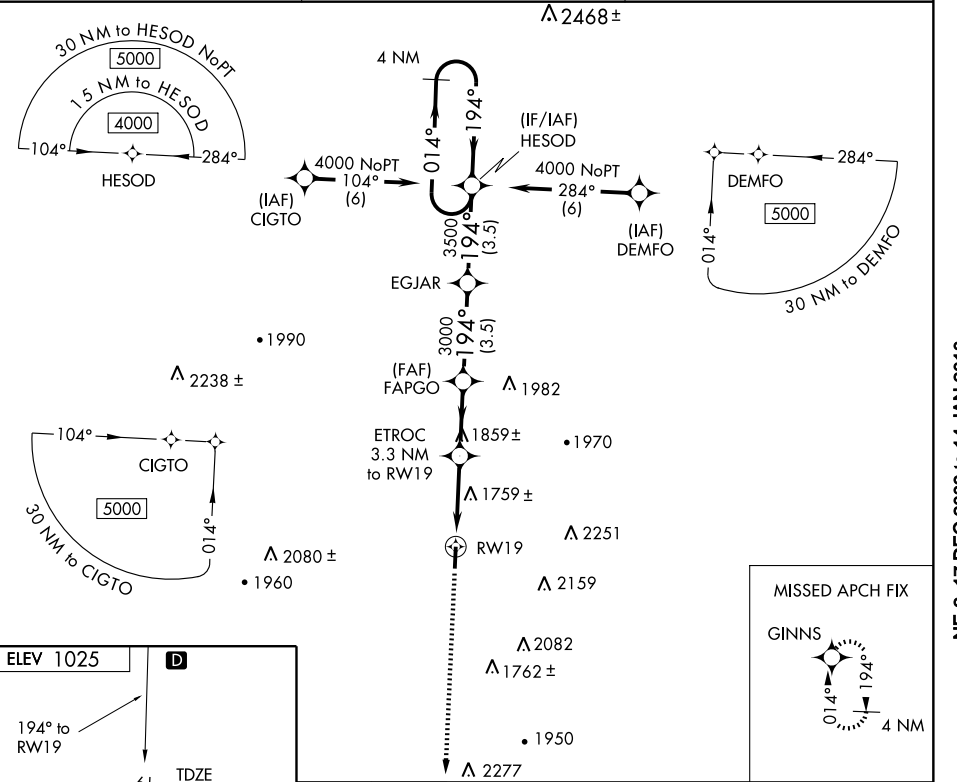
▼

▲ NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 160 feet.  
Cat D straight-in minima NA when using Binghamton altimeter setting.

MISSED APPROACH: Climb to 4000 direct GINNS and hold.

AWOS-3 119.025	BOSTON CENTER 133.25 279.5	UNICOM 122.8 (CTAF) 0
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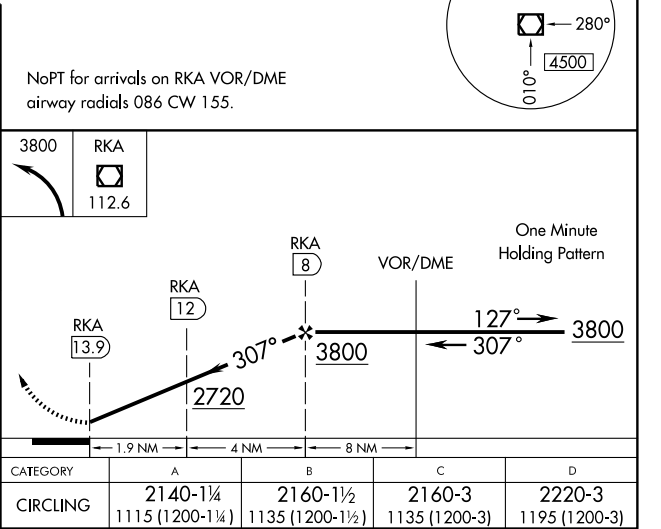
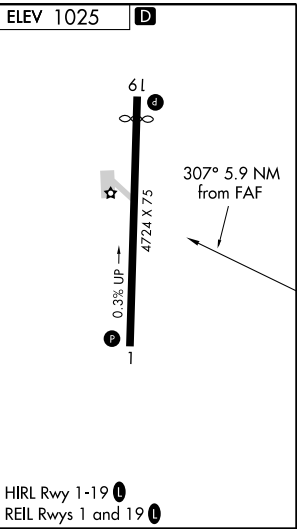
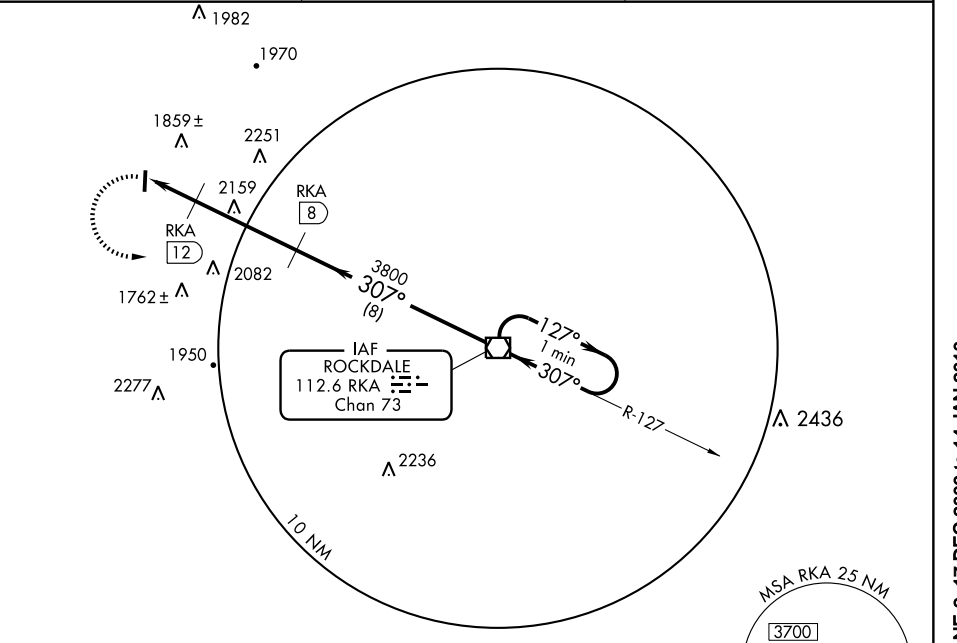
CATEGORY	A	B	C	D
LNAV MDA	2020-1¼ 995 (1000-1¼)	2020-1½ 995 (1000-1½)	2020-3	995 (1000-3)
CIRCLING	2140-1¼ 1115 (1200-1¼)	2160-1½ 1135 (1200-1½)	2160-3 1135 (1200-3)	2220-3 1195 (1200-3)

▼  
▲ NA

If local altimeter setting not received, use Greater Binghamton altimeter setting and increase all MDAs 160 feet.

MISSED APPROACH: Climbing left turn to 3800, direct RKA VOR/DME and hold.

AWOS-3 119.025	BOSTON CENTER 133.25 279.5	UNICOM 122.8 (CTAF) 0
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NE-2, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-OGS <b><u>110.7</u></b> Chan <b>44</b>	APP CRS <b>269°</b>	Rwy Idg <b>5200</b> TDZE <b>297</b> Apt Elev <b>297</b>
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LOC RWY 27  
OGDENSBURG INTL (OGS)

**NA** Circling to Rwy 9 NA at night. Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Massena altimeter setting and increase all MDA 100 feet, S-27 Cats C and D and Circling Cats B/C/D visibility ¼ mile.

MAIS

**A<sub>4</sub>** —

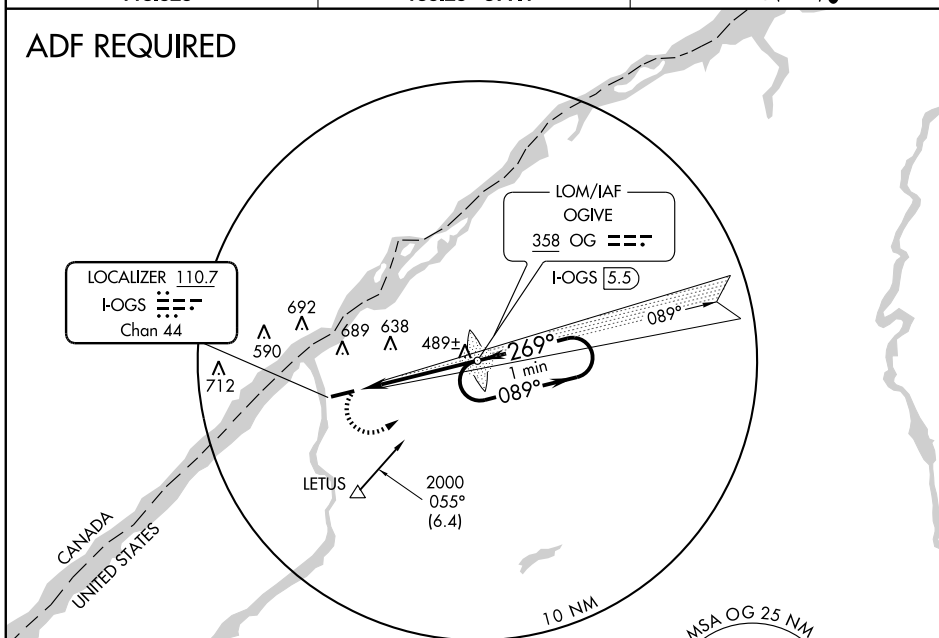
MISSED APPROACH:  
Climbing left turn to 2000  
direct OGI VE LOM and hold.

AWOS-3  
118.525

BOSTON CENTER	
135.25	377.1

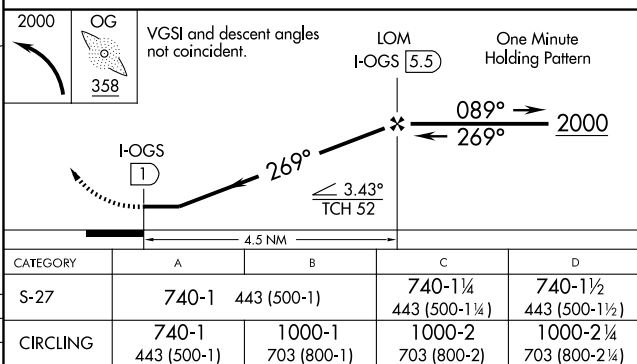
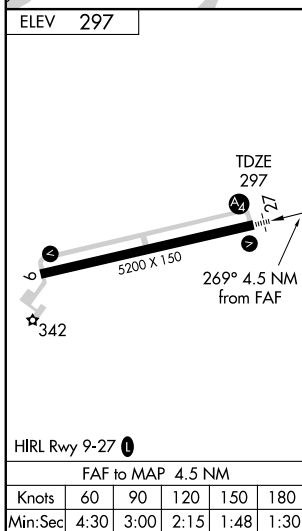
UNICOM  
122.8 (CTAF) **L**

## ADF REQUIRED



ELEV 297

1278  
A

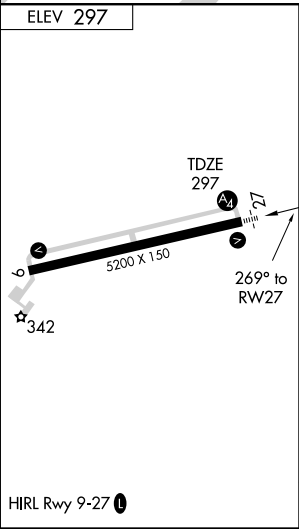
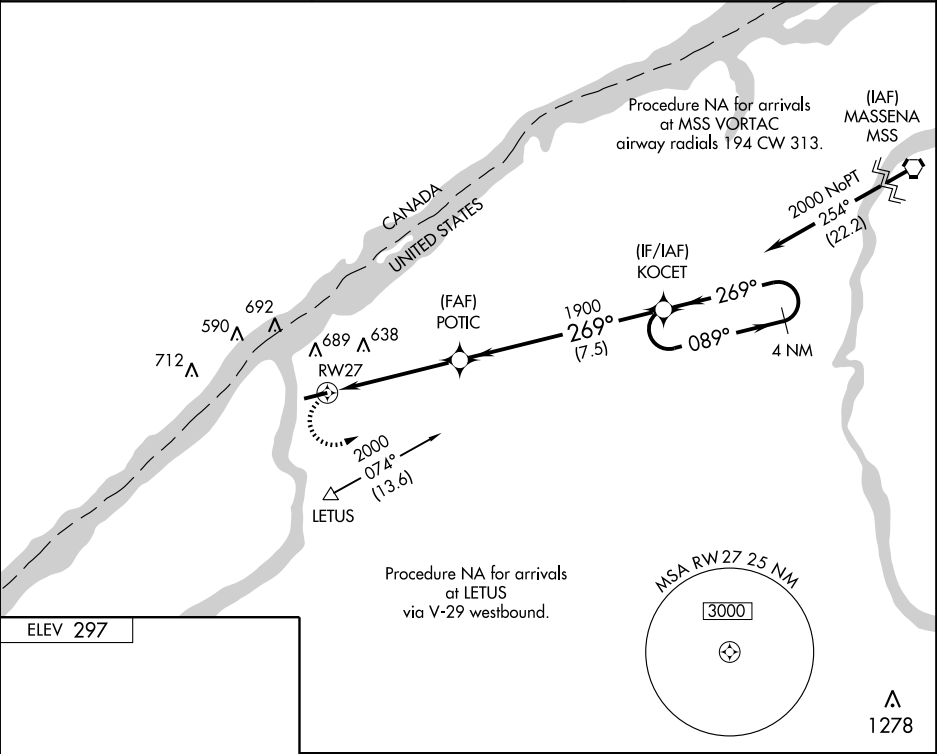


APP CRS	Rwy Idg	5200
269°	TDZE	297
	Apt Elev	297

RNAV (GPS) RWY 27  
OGDENSBURG INTL (OGS)

<div><div>▼</div><div>▲ NA</div></div> <p>DME/DME RNP-0.3 NA. When VGSI inoperative, procedure NA at night. Inoperative table does not apply. When local altimeter setting not received use Massena altimeter setting and increase all MDA 100 feet and LNAV Cat C and D visibility ¼ mile and Circling Cat B, C, and D visibility ¼ mile.</p>	<div>MALS</div> <div><div>Ⓜ</div><div>—</div></div> <div>MISSED APPROACH: Climbing left turn to 2000 direct KOCET WP and hold.</div>
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AWOS-3 118.525	BOSTON CENTER 135.25 377.1	UNICOM 122.8 (CTAF) 0
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2000	KOCET	4 NM Holding Pattern			
		POTIC	KOCET		
RW27		1900	089° → 2000		
		≤ 3.00° TCH 52	← 269°		
		4.9 NM	7.5 NM		
CATEGORY	A	B	C	D	
LNAV MDA	780 - 1 483 (500-1)		780-1¼ 483 (500-1¼)	780-1½ 483 (500-1½)	
CIRCLING	780-1 483 (500-1)	1000-1 703 (800-1)	1000-2 703 (800-2)	1000-2¼ 703 (800-2¼)	

LOC I-OLE <b>109.3</b>	APP CRS <b>223°</b>	Rwy Idg TDZE Apt Elev	<b>4600</b> <b>2132</b> <b>2135</b>
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LOC RWY 22

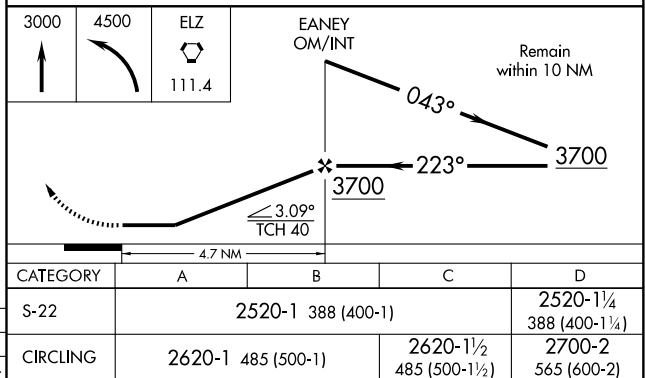
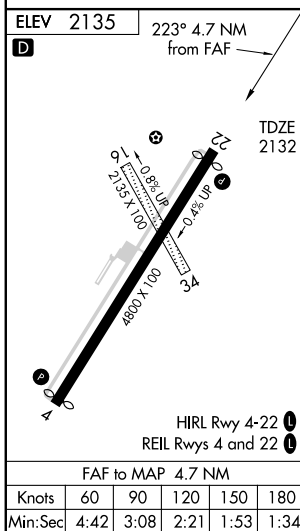
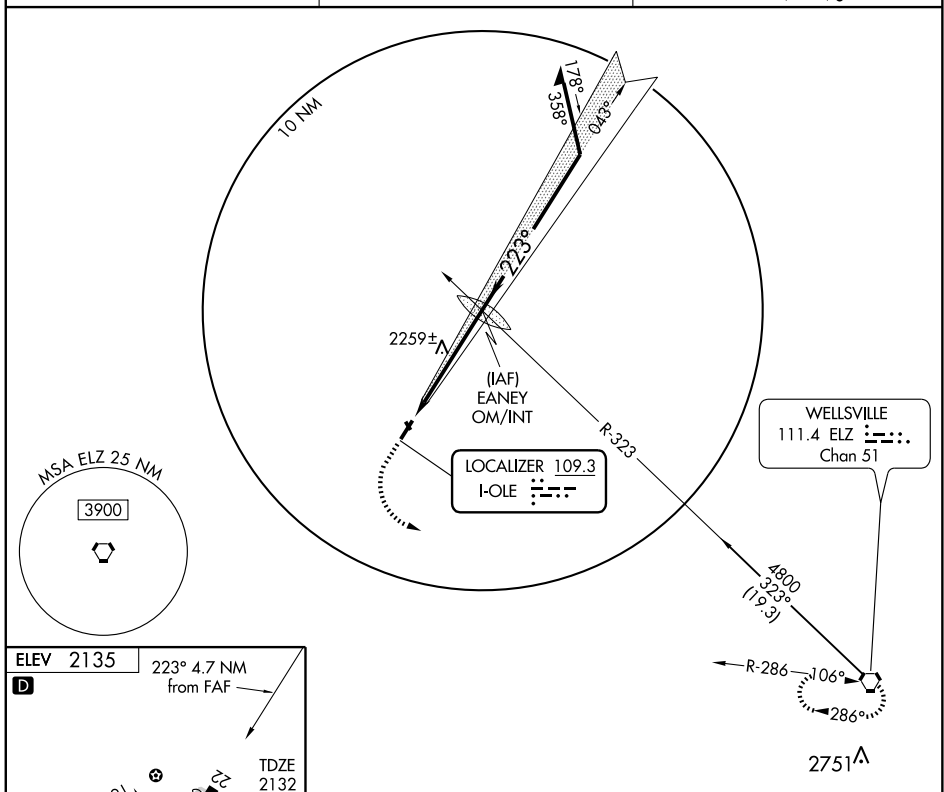
OLEAN / CATTARAUGUS COUNTY-OLEAN (OLE)

<b>▼</b>	When VGSI inop, straight-in/circling Rwy 22 procedure NA at night.
<b>▲</b> NA	When local altimeter setting not received, use Bradford, PA altimeter setting and increase all MDAs 80 feet and S-22 Cat C and D visibility $\frac{1}{4}$ mile. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 3000 then climbing left turn to 4500 direct ELZ VORTAC and hold.

AWOS-3  
118.375

CLEVELAND CENTER  
124.325 353.850

UNICOM  
122.8 (CTAF) **L**

WAAS CH <b>53401</b> <b>W04A</b>	APP CRS <b>043°</b>	Rwy Idg TDZE Apt Elev	<b>4700</b> <b>2132</b> <b>2135</b>
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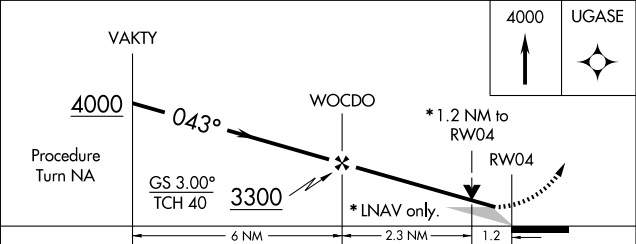
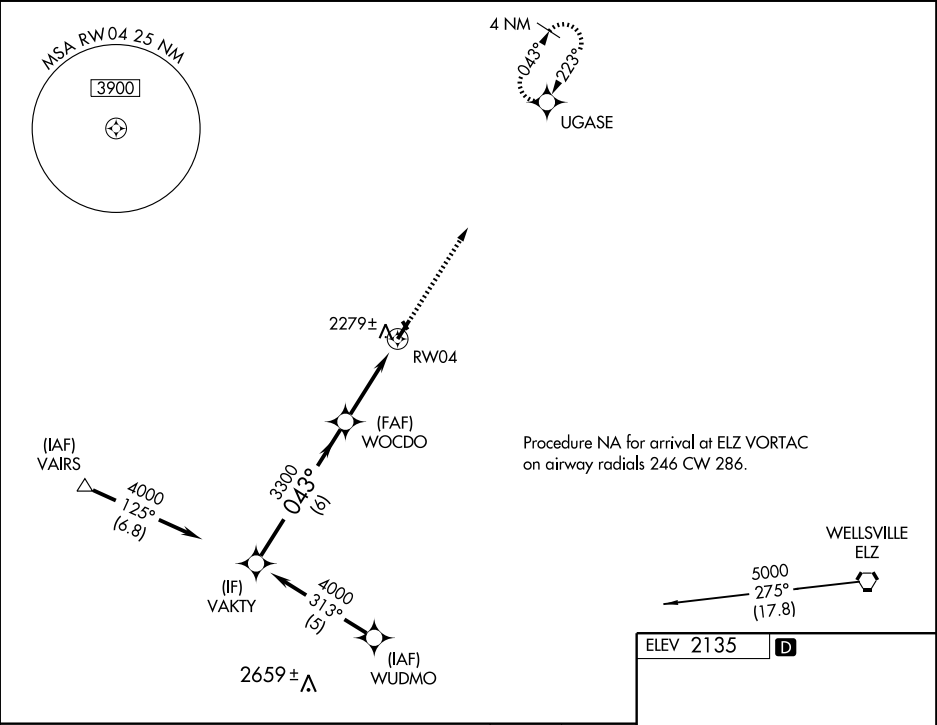
RNAV (GPS) RWY 4

OLEAN / CATTARAUGUS COUNTY-OLEAN (OLE)

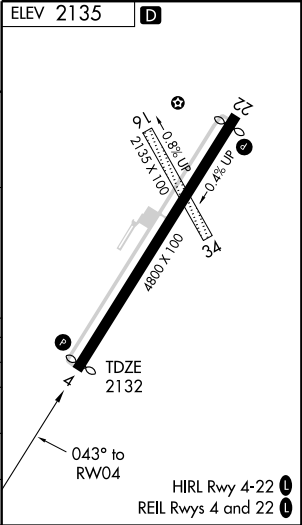
**⚠** DME/DME RNP-0.3 NA. When VGSI inop, circling Rwy 22 NA at night. If local altimeter setting not received, use Bradford, PA altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). VDP and Baro-VNAV NA when using Bradford, PA altimeter setting.

**MISSED APPROACH:**  
Climb to 4000 direct  
UGASE and hold.

AWOS-3 <b>118.375</b>	CLEVELAND CENTER <b>124.325 353.850</b>	UNICOM <b>122.8 (CTAF)</b> <b>①</b>
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CATEGORY	A	B	C	D
LPV DA	2382-1	250 (300-1)		
LNAV/ VNAV DA	2549-1½	417 (500-1½)		
LNAV MDA	2560-1 428 (500-1)	2560-1¼ 428 (500-1¼)	2560-1½ 428 (500-1½)	2700-2 565 (600-2)
CIRCLING	2620-1½	485 (500-1½)		





WAAS CH <b>99401</b> <b>W22A</b>	APP CRS <b>223°</b>	Rwy Idg TDZE Apt Elev	<b>4600</b> <b>2132</b> <b>2135</b>
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▼

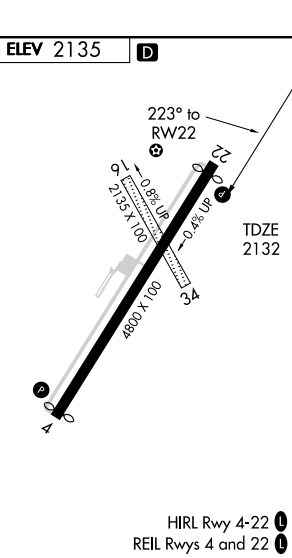
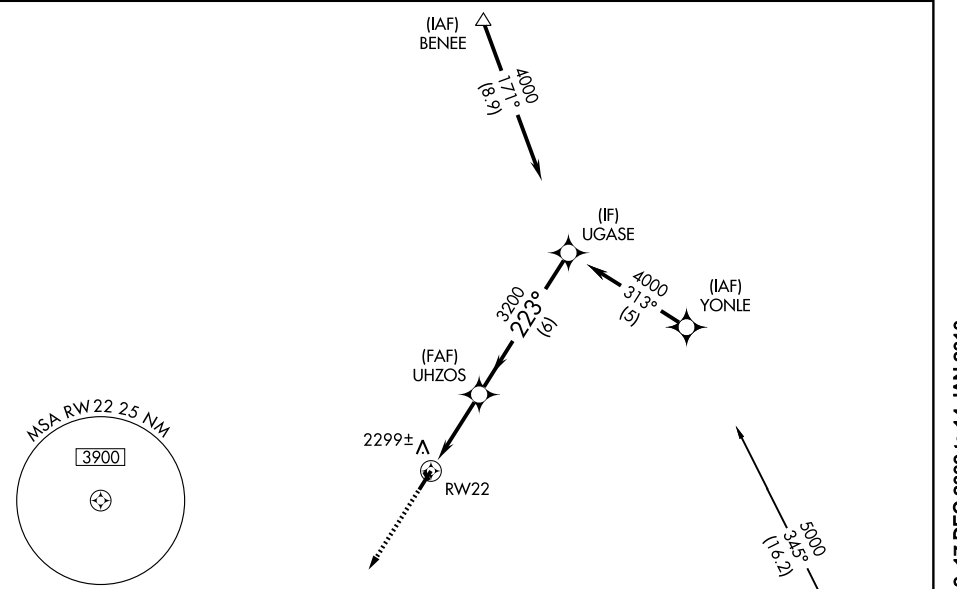
NA







W

DME/DME RNP-0.3 NA. When VGSI inop, straight-in/circling Rwy 22 procedure NA at night. If local altimeter setting not received, use Bradford, PA altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 43°C (110°F). Baro-VNAV NA when using Bradford, PA altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct VAKTY and hold.

AWOS-3 <b>118.375</b>	CLEVELAND CENTER <b>124.325 353.850</b>	UNICOM <b>122.8 (CTAF) 0</b>
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<div>MISSED APCH FIX VAKTY</div> <div></div>		<div>Procedure NA for arrival at ELZ VORTAC on airway radials 286 CW 024.</div> <div></div>		
<div>4000</div> <div></div>		<div>VAKTY</div> <div></div>		
<div></div> <div>UHZOS</div> <div></div> <div>223°</div> <div><u>3200</u></div> <div>GS 3.00° TCH 40</div> <div>4000</div> <div>Procedure Turn NA</div>				
CATEGORY	A	B	C	D
LPV DA	2382-1 250 (300-1)			
LNAV/ VNAV DA	2569-1½ 437 (500-1½)			
LNAV MDA	2560-1 428 (500-1)		2560-1¼ 428 (500-1¼)	2560-1½ 428 (500-1½)
CIRCLING	2620-1½ 485 (500-1½)			2700-2 565 (600-2)

NE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-OZX  
**108.9**

APP CRS  
**237°**

Rwy Idg	<b>4200</b>
TDZE	<b>1758</b>
Apt Elev	<b>1763</b>

LOC RWY 24  
ONEONTA MUNI (N66)



A NA

When local altimeter setting not received, use Binghamton altimeter setting and increase all MDAs 140 feet and increase Circling Cat B visibility  $\frac{1}{4}$ . Inoperative table does not apply. Visibility reduction by helicopters NA. Localizer unusable 4.2 NM after passing OZ LOM.

MALS



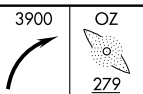
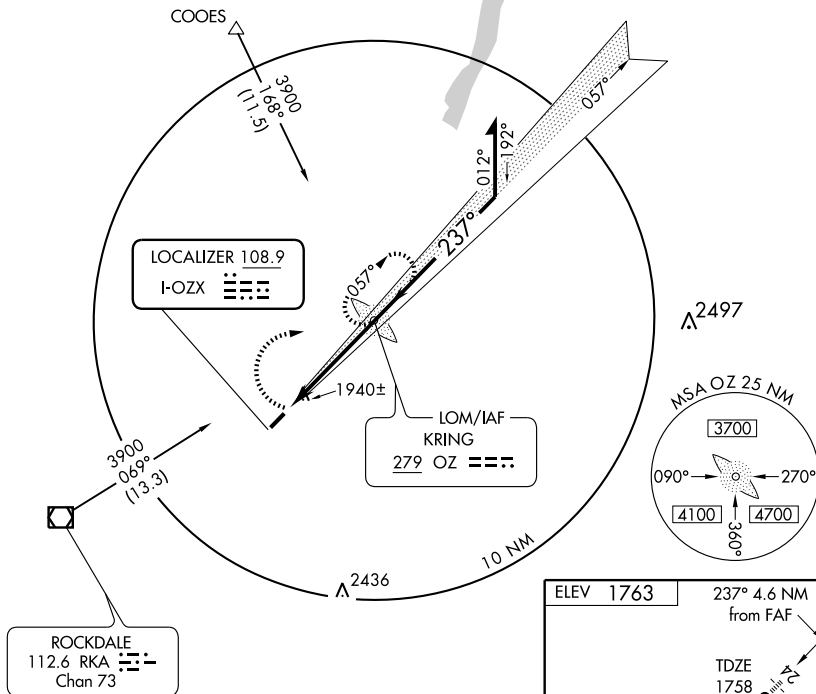
**MISSED APPROACH:**  
Climbing right turn to 3900  
direct OZ LOM and hold,  
continue climb-in-hold to 3900.

AWOS-3  
119.575

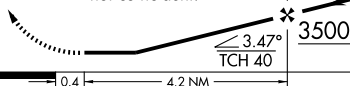
BOSTON CENTER  
133.25 279.5

UNICOM  
122.8 (CTAF) **L**

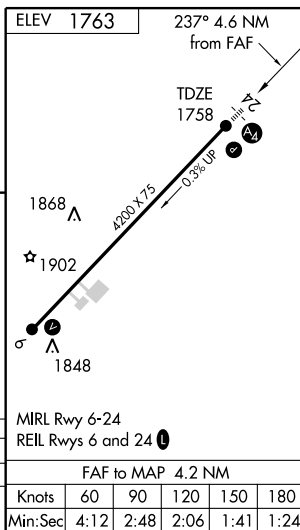
## ADF REQUIRED



VGSI and descent angles  
not coincident.



CATEGORY	A	B	C	D
S-24	2220-1	462 (500-1)	NA	
CIRCLING	2340-1 577 (600-1)	2380-1 617 (700-1)	NA	



WAAS CH <b>86309</b> <b>W06A</b>	APP CRS <b>057°</b>	Rwy Idg TDZE <b>1763</b> Apt Elev <b>1763</b>
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## RNAV (GPS) RWY 6

ONEONTA MUNI (N66)

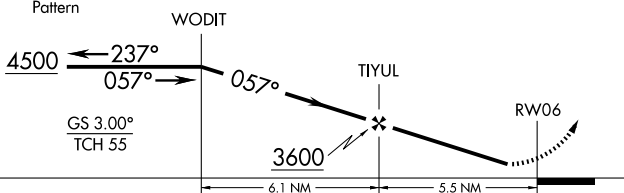
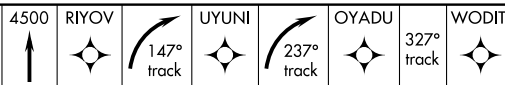
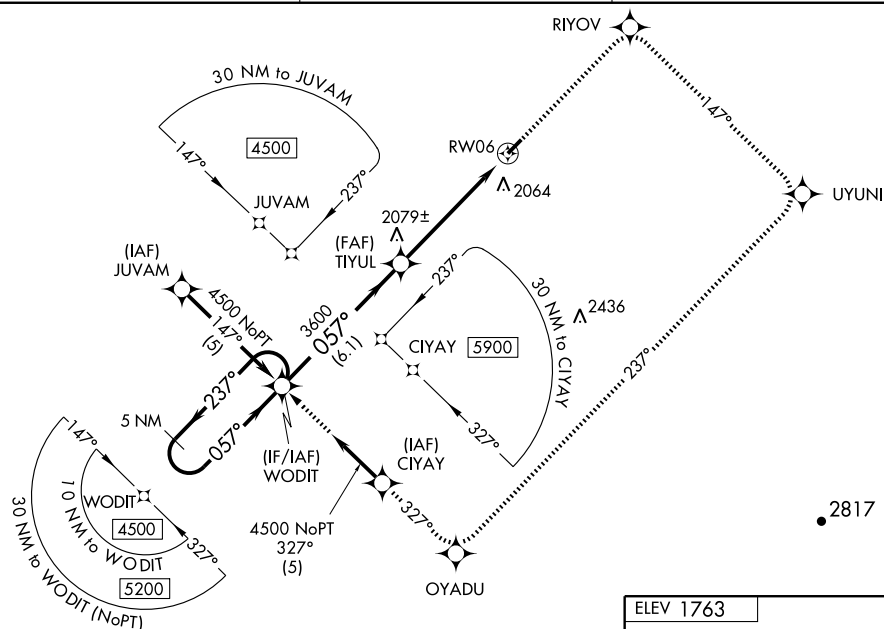
**▼** When local altimeter setting not received, use Binghamton altimeter setting and increase all DA 122 feet, all MDA 140 feet, and increase LPV and LNAV/VNAV visibilities ½ mile all Cats, and circling visibility Cat B ¼ mile. Baro-VNAV NA when using Binghamton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 4500 direct RIYOV and right turn via 147° track to UYUNI and right turn via 237° track to OYADU and via 327° track to WODIT and hold.

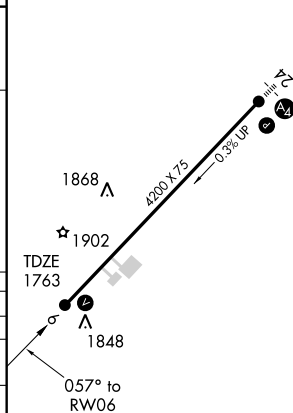
AWOS-3  
**119.575**

BOSTON CENTER  
**133.25 279.5**

UNICOM  
**122.8 (CTAF)**



ELEV 1763



MRL Rwy 6-24  
REIL Rws 6 and 24

WAAS CH <b>70409</b> <b>W24A</b>	APP CRS <b>237°</b>	Rwy Idg <b>4200</b> TDZE <b>1758</b> Apt Elev <b>1763</b>
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## RNAV (GPS) RWY 24

ONEONTA MUNI (N66)



**ANA**

When local altimeter setting not received, use Binghamton altimeter setting and increase all DA 122 feet, all MDA 140 feet, and increase LPV and LNAV/VNAV visibilities ½ mile all Cats, and Circling visibility Cat B ½ mile. Baro-VNAV NA when using Binghamton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Visibility reduction by helicopters NA. Inoperative table does not apply. DME/DME RNP-0.3 NA.

MALS

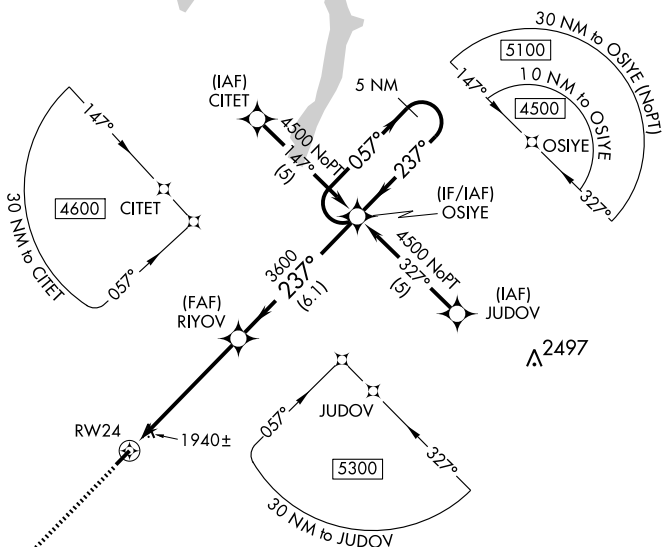


**MISSED APPROACH:**  
Climb to 4500 direct  
WODJT and hold.

AWOS-3  
119.575

BOSTON CENTER  
**133.25 279.5**

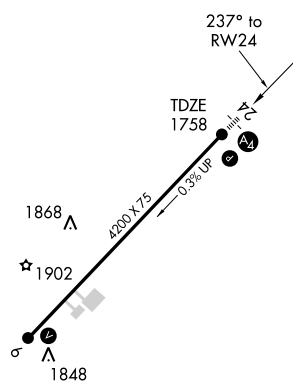
UNICOM  
122.8 (CTAF) **L**



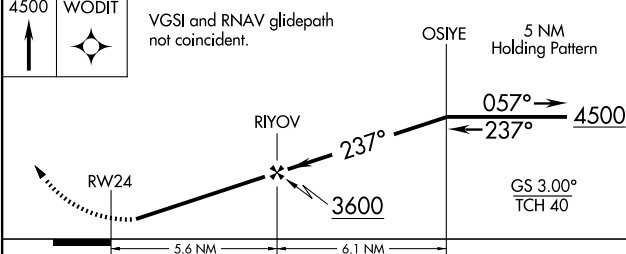
MISSED APCH FIX



ELEV 1763

<sup>2436</sup>Δ

VGSI and RNAV glidepath  
not coincident.



CATEGORY		A	B	C	D
LPV	DA	2191-1½	433 (500-1½)		NA
LNAV/ VNAV	DA	2258-1¾	500 (500-1¾)		NA
LNAV	MDA	2300-1	542 (600-1)		NA
CIRCLING		2340-1 577 (600-1)	2380-1 617 (700-1)		NA

MIRL Rwy 6-24

REIL Rwy 6 and 24 **L**

VOR/DME RKA <b>112.6</b> Chan <b>73</b>	APP CRS <b>078°</b>	Rwy Idg <b>4200</b> TDZE <b>1763</b> Apt Elev <b>1763</b>
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VOR RWY 6  
ONEONTA MUNI (N66)

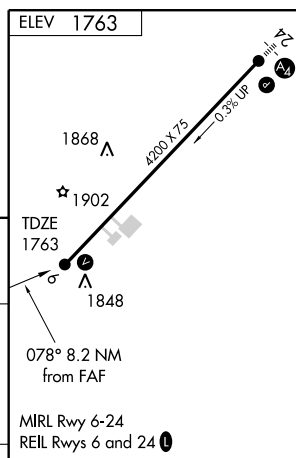
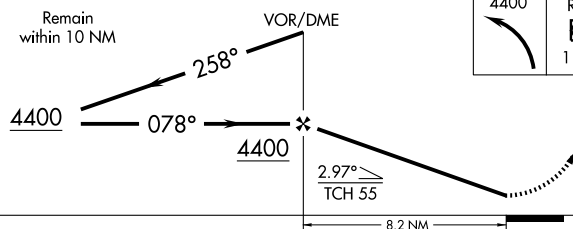
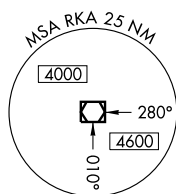
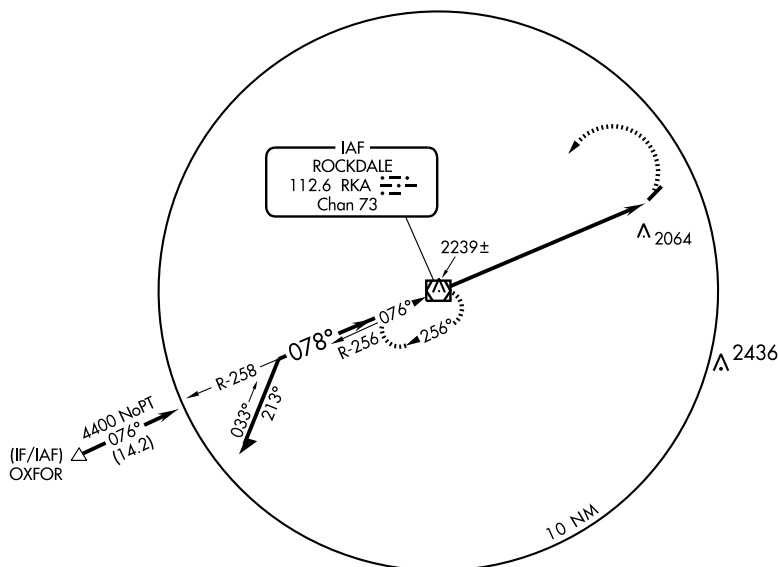
**T** When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 140 feet, and S-6 Cat B and Circling visibility Cat B  $\frac{1}{4}$  mile. Visibility reduction by helicopters NA.

**MISSED APPROACH:**  
Climbing left turn to 4400  
direct RKA VOR/DME and hold.

AWOS-3  
119,575

BOSTON CENTER  
**133.25 279.5**

UNICOM  
122.8 (CTAF) **L**



CATEGORY	A	B	C	D	FAF to MAP 8.2 NM					
S-6	2440-1	677 (700-1)	NA		Knots	60	90	120	150	180
CIRCLING	2440-1	677 (700-1)	NA		Min:Sec	8:12	5:28	4:06	3:17	2:44

NDB RWY 28  
PENN YAN (PEO)

NDB PYA	APP CRS	Rwy ldg	3177
260	285°	TDZE	901
		Apt Elev	990

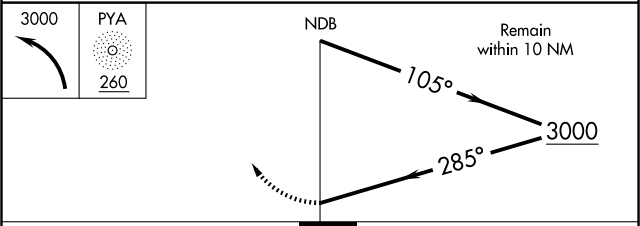
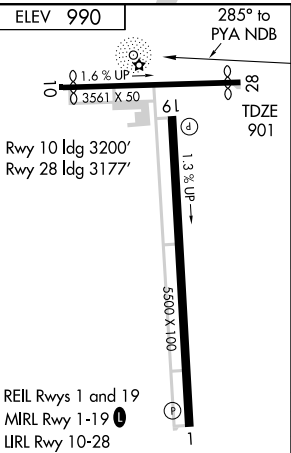
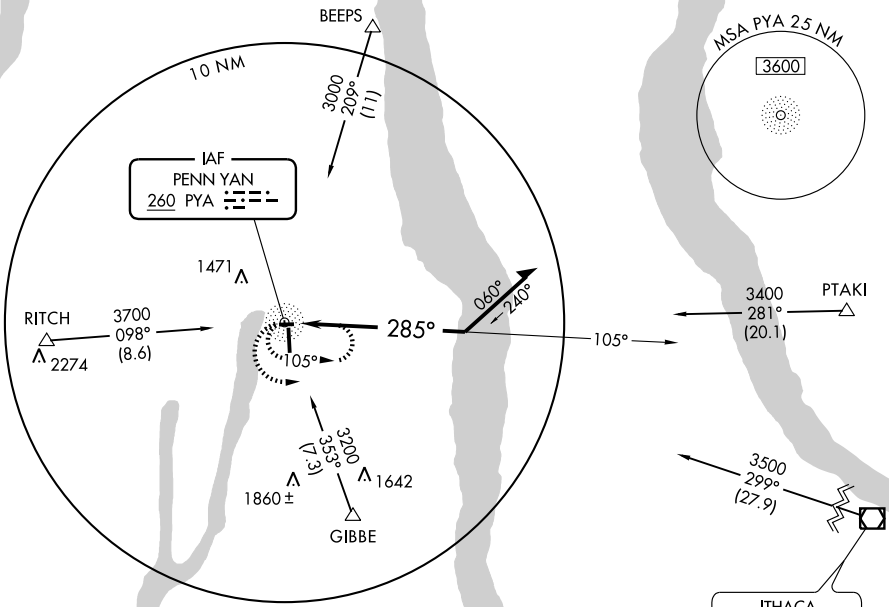


MISSED APPROACH: Climbing left turn to 3000 in PYA NDB holding pattern.

ASOS  
121.175

ELMIRA APP CON★  
124.3 257.8

UNICOM  
123.0 (CTAF) 0



REIL Rwy 1 and 19		MIRL Rwy 1-19		LIRL Rwy 10-28	
Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-28	1600-1	699 (700-1)	1600-2 699 (700-2)	1600-2 ¼ 699 (700-2 ¼)
CIRCLING	1600-1	610 (700-1)	1680-2 690 (700-2)	1780-2 ½ 790 (800-2 ½)

WAAS CH <b>99507</b> <b>W01A</b>	APP CRS <b>009°</b>	Rwy Idg <b>5500</b> TDZE <b>990</b> Apt Elev <b>990</b>
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RNAV (GPS) RWY 1  
PENN YAN (PEO)

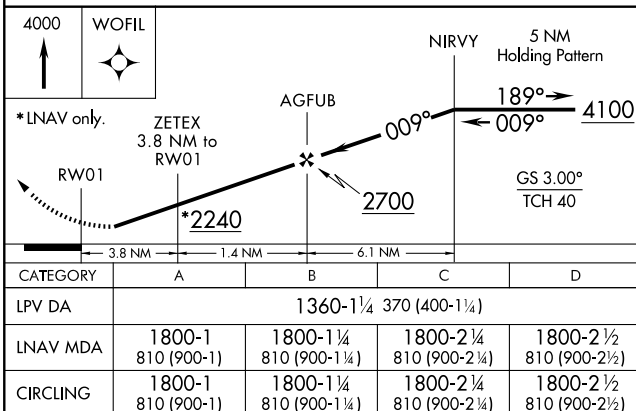
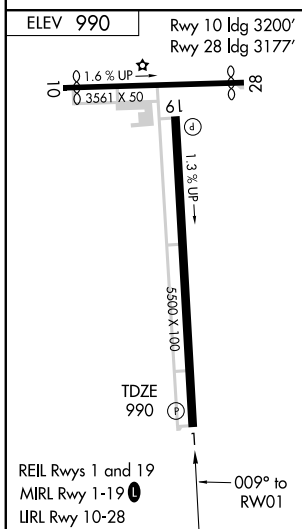
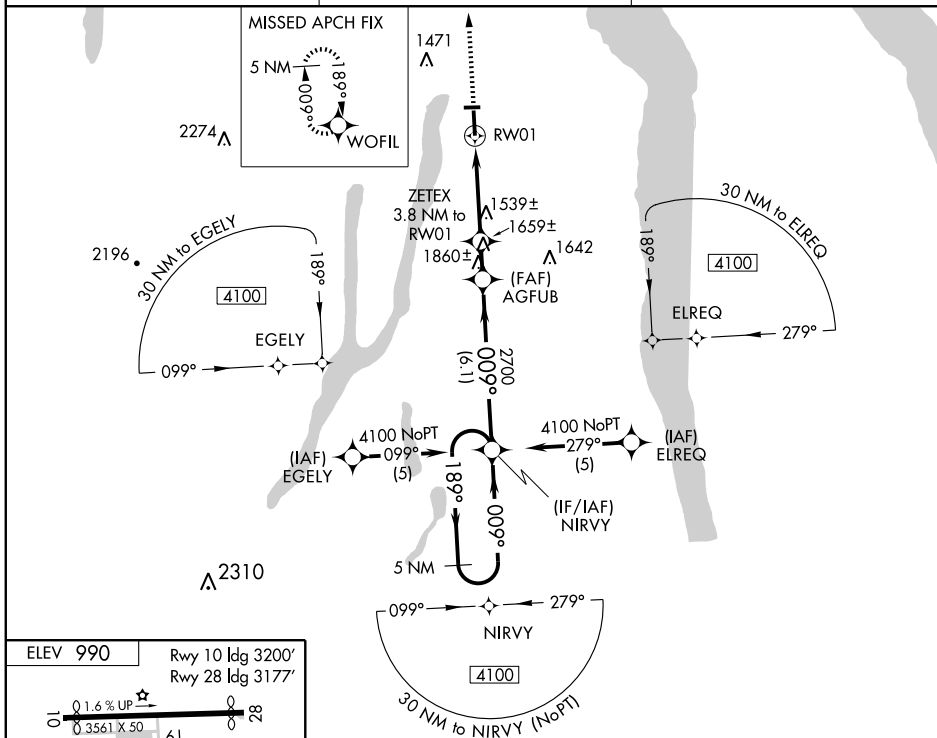
PENN YAN (PEO)



When local altimeter setting not received, use Elmira altimeter setting and increase LPV DA 73 feet, all MDA 80 feet, LPV all Cats visibility  $\frac{1}{4}$  mile, LNAV and Circling Cat A visibility  $\frac{1}{4}$  mile, and LNAV and Circling Cats C and D visibility  $\frac{1}{2}$  mile.  
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 4000 direct WOFIL and hold, continue cimb in hold to 4000.

ASOS <b>121.175</b>	ELMIRA APP CON★ <b>124.3 257.8</b>	UNICOM <b>123.0 (CTAF) 0</b>
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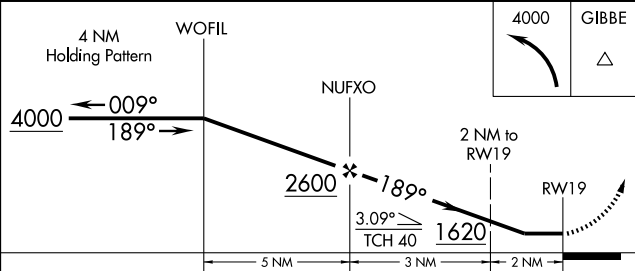
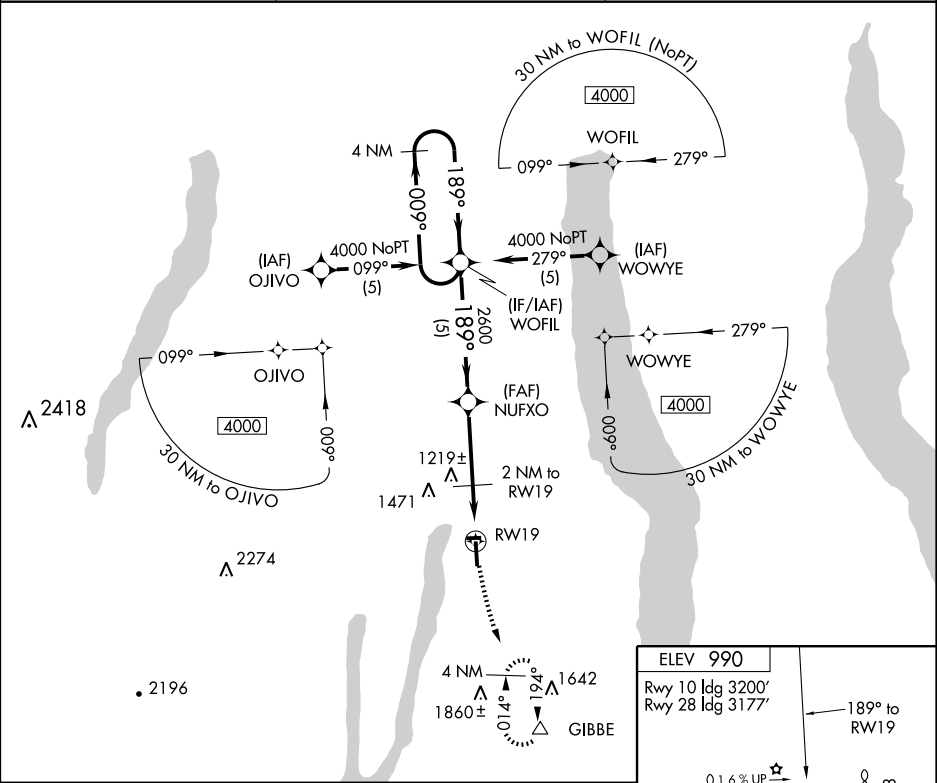


APP CRS	Rwy ldg	5500
189°	TDZE	968
	Apt Elev	990

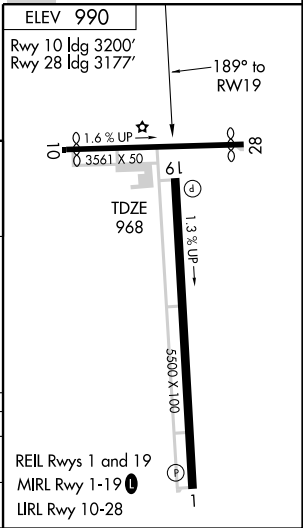
# RNAV (GPS) RWY 19

PENN YAN (PEO)

 NA	DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing left turn to 4000 direct GIBBE WP and hold.
ASOS 121.175	ELMIRA APP CON★ 124.3 257.8	UNICOM 123.0 (CTAF) 1



CATEGORY	A	B	C	D
LNAV MDA	1400-1	432 (500-1)	1400-1½ 432 (500-1½)	1400-1½ 432 (500-1½)
CIRCLING	1480-1 490 (500-1)	1600-1 610 (700-1)	1680-2 690 (700-2)	1780-2½ 790 (800-2½)



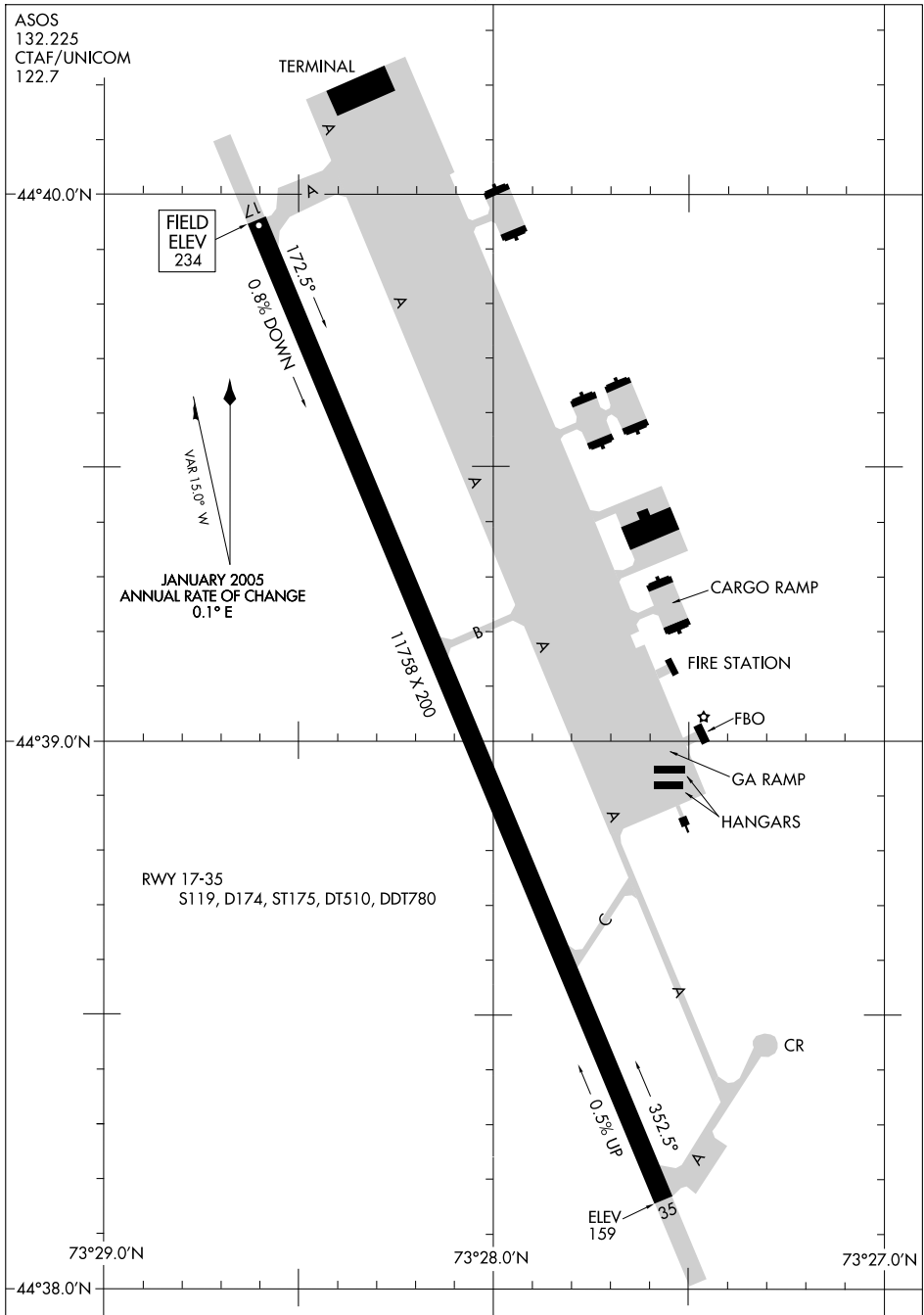


# AIRPORT DIAGRAM

AL-729 (FAA)

PLATTSBURGH INTL (PBG)  
PLATTSBURGH, NEW YORK

ASOS  
132.225  
CTAF/UNICOM  
122.7



NE-2, 17 DEC 2009 to 14 JAN 2010

VORTAC PLB <b>116.9</b> Chan <b>116</b>	APCH CRS <b>332°</b>	Rwy Idg <b>11,759</b> TDZE <b>177</b> Arpt Elev <b>235</b>
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JAL-729 [USAF]

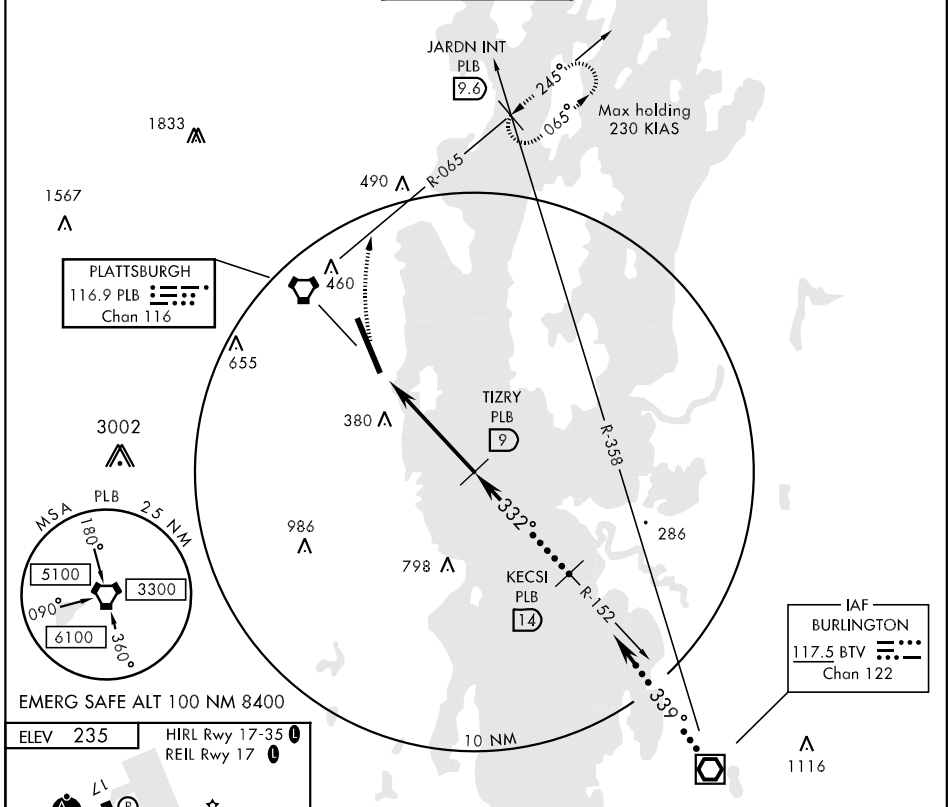
PLATTSBURGH INTL (PBG)

Use Clinton County altimeter setting.

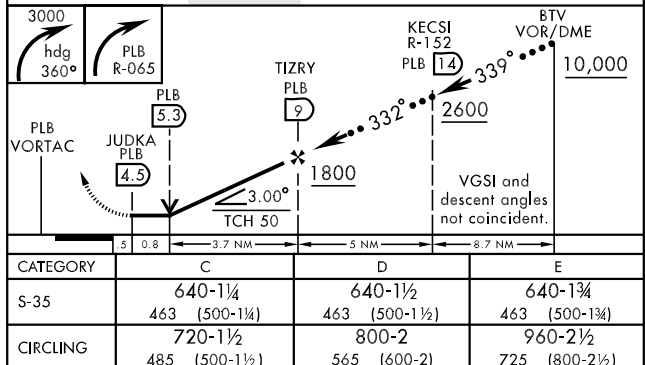
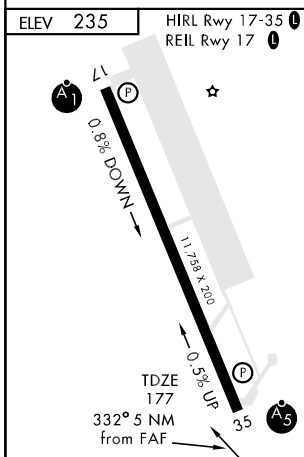


MISSED APPROACH: Climbing right turn to 3000 via heading 360° and PLB R-065 to JARDN INT/ PLB 9.6 DME and hold, hold NE, LT, 245° inbound.

BURLINGTON ★ APP CON <b>121.1 278.8</b>	CLINTON COUNTY ASOS <b>132.225</b>	UNICOM <b>122.7</b> (CTAF)	CLNC DEL <b>121.85</b>	<b>122.975</b> 0
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EMERG SAFE ALT 100 NM 8400



CATEGORY	C	D	E
S-35	640-1¼ 463 (500-1¼)	640-1½ 463 (500-1½)	640-1¾ 463 (500-1¾)
CIRCLING	720-1½ 485 (500-1½)	800-2 565 (600-2)	960-2½ 725 (800-2½)

LOC/DME I-FQV <b>109.7</b> Chan <b>34</b>	APP CRS <b>352°</b>	Rwy Idg <b>11758</b> TDZE <b>177</b> Apt Elev <b>234</b>
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## ILS or LOC/DME RWY 35

PLATTSBURGH INTL (PBG)

**T** When local altimeter setting not received, use Burlington Intl altimeter setting and increase DA to 431, increase all MDAs 60 feet.

**NA** VDP NA when using Burlington Intl altimeter setting.

When MALSR inoperative, increase visibility S-ILS 35 Cat E  $\frac{1}{4}$  mile and S-LOC 35 Cat E  $\frac{1}{2}$  mile.

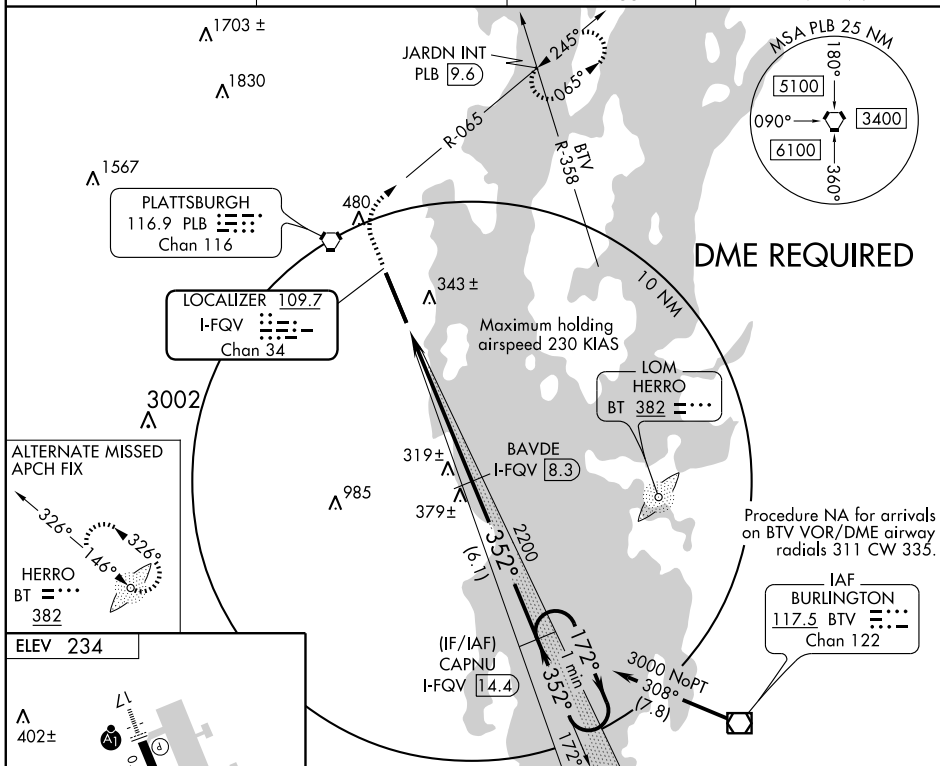
MALSR



**MISSED APPROACH:** Climb to 700, then climbing right turn to 3000 via heading 023° and PLB R-065 to JARDN Int/PLB 9.6 DME and hold, continue climb-in-hold to 3000.

ASOS  
132.225

BURLINGTON APP CON★  
121.1 278.8

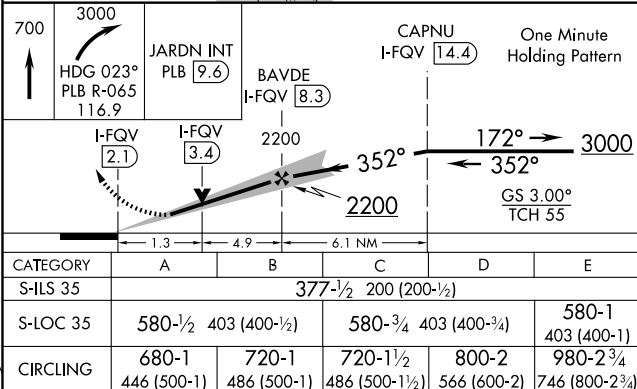
CLNC DEL  
121-85UNICOM  
122.7 (CTAF) **L**

ALTERNATE MISSED  
APCH FIX

HERRO  
BT =...  
382  
ELEV 234

Λ  
402+

REIL 17 **L**  
HIRL Rwy 17-35 **L**



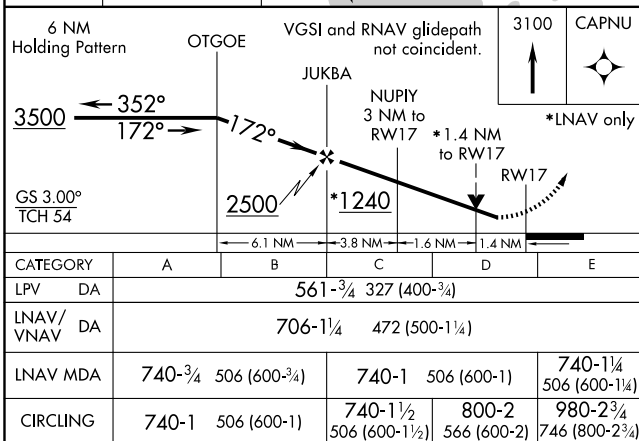
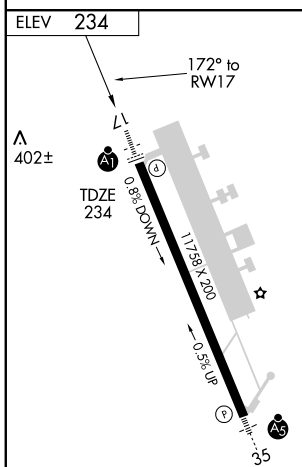
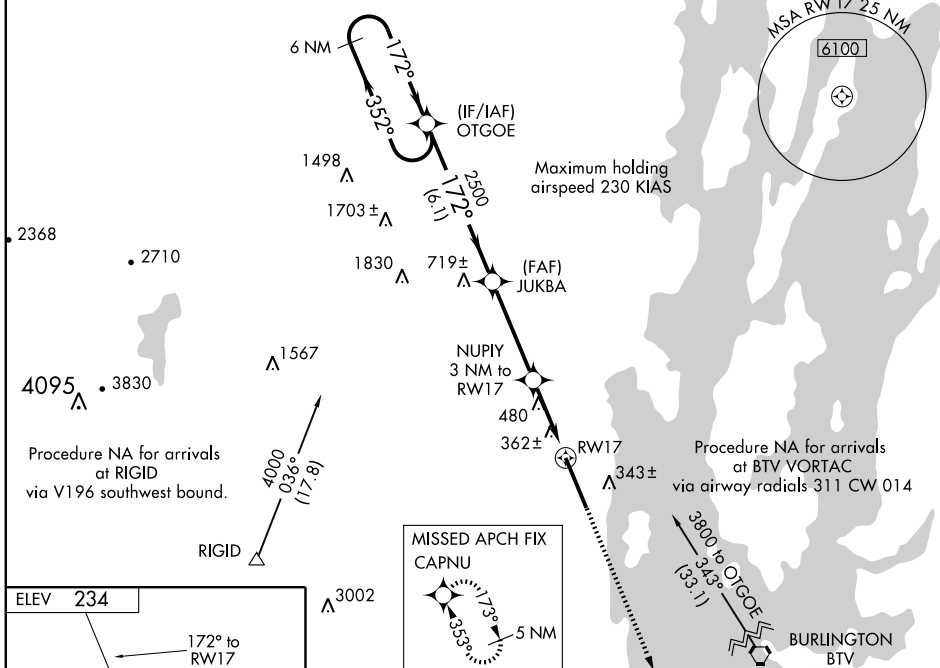
PLATTSBURGH INTL (PBG)

**T** When local altimeter setting not received, use Burlington Intl altimeter setting and increase LPV DA to 615, LNAV/VNAV DA to 794, and all MDAs 60 feet.

**A** <sup>NA</sup> VDP NA when using Burlington Intl altimeter setting. For inoperative ALSF, increase LPV all cats and LNAV Cats A/B visibilities  $\frac{1}{4}$  mile, and LNAV/VNAV and LNAV Cat E visibilities  $\frac{1}{2}$  mile. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

**W**

**MISSED APPROACH:**  
Climb to 3100 direct  
CAPNU and hold.

UNICOM  
122.7 (CTAF) **L**

WAAS CH <b>78003</b> <b>W35A</b>	APP CRS <b>353°</b>	Rwy Idg <b>11758</b> TDZE <b>177</b> Apt Elev <b>234</b>
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RNAV (GPS) RWY 35  
PLATTSBURGH INTL (PBG)

**V** When local altimeter setting not received, use Burlington Intl altimeter setting and increase LPV DA to 481, LNAV/VNAV DA to 591, and all MDAs 60 feet. VDP NA when using Burlington Intl altimeter setting.

**A** NA

**W** For inoperative MALSR, increase LPV all Cats and LNAV/VNAV and LNAV Cat E visibilities ½ mile. Baro-VNAV NA. DME/DME RNP-0.3 NA.

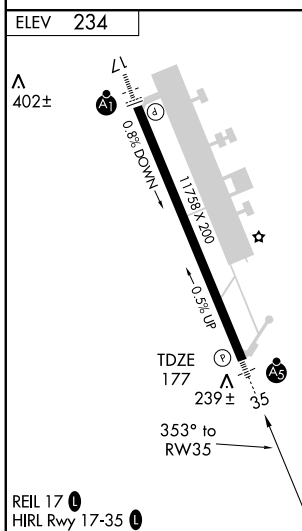
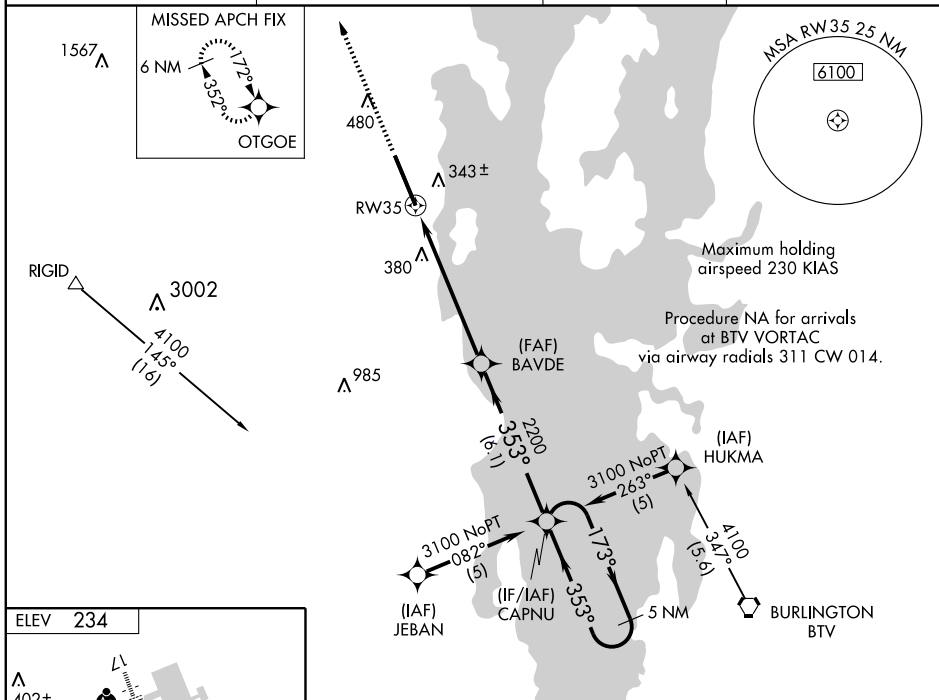
MALSR



**MISSED APPROACH:**  
Climb to 3500 direct  
OTGOE and hold.

ASOS  
132.225

BURLINGTON APP CON★  
121.1 278.8

CLNC DEL  
121.85UNICOM  
122.7 (CTAF) **L**

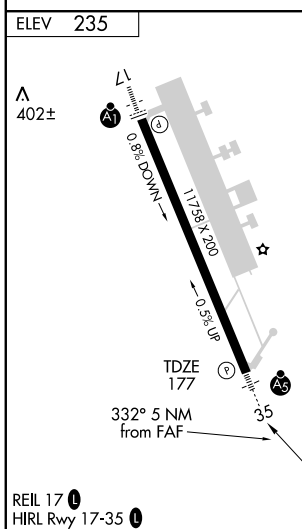
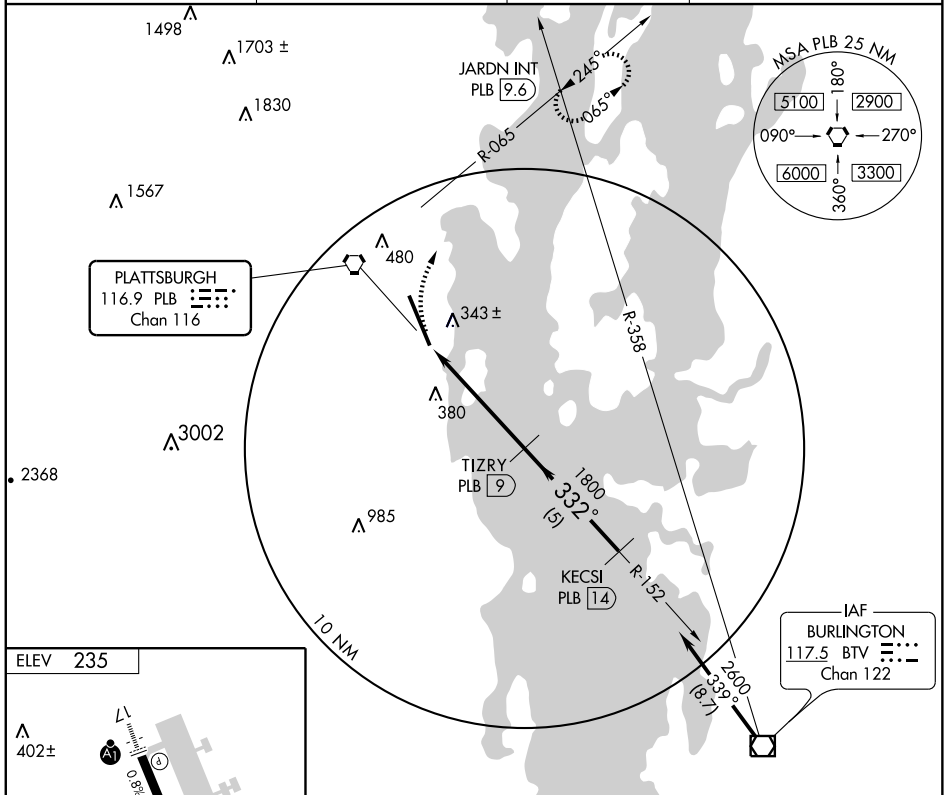
VORTAC PLB <b>116.9</b> Chan <b>116</b>	APP CRS <b>332°</b>	Rwy Idg TDZE Apt Elev	<b>11758</b> <b>177</b> <b>235</b>
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# VOR/DME RWY 35

PLATTSBURGH INTL (PBG)

<p>When local altimeter setting not received, use Burlington Intl altimeter setting and increase all MDAs 60 feet. Inoperative table does not apply. Visibility reduction by helicopters NA.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climbing right turn to 3000 via heading 360° and PLB R-065 to JARDN Int/PLB 9.6 DME and hold.</p>
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ASOS <b>132.225</b>	BURLINGTON APP CON★ <b>121.1 278.8</b>	CLNC DEL <b>121.85</b>	UNICOM <b>122.7 (CTAF) 0</b>
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	3000	JARDN INT	VGSI and descent angles not coincident.	KECSI PLB 14	2600
	HDG 360° PLB R-065 116.9	PLB 4	TIZRY PLB 9	332°	1800
			≤ 3.00° TCH 50		Procedure Turn NA
		5 NM	5 NM		
CATEGORY	A	B	C	D	
S-35	640-1	463 (500-1)	640-1½ 463 (500-1½)	640-1½ 463 (500-1½)	
CIRCLING	700-1	465 (500-1)	720-1½ 485 (500-1½)	800-2 565 (600-2)	

NDB	PTD	APP CRS	Rwy Idg	3705
400		235°	TDZE	474
			Apt Elev	474

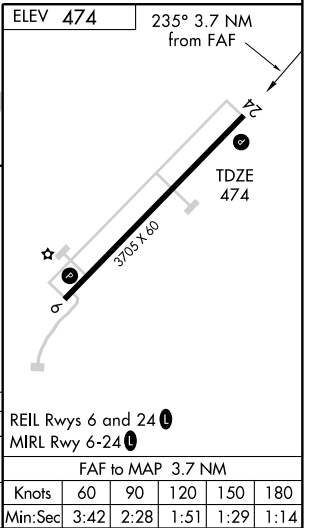
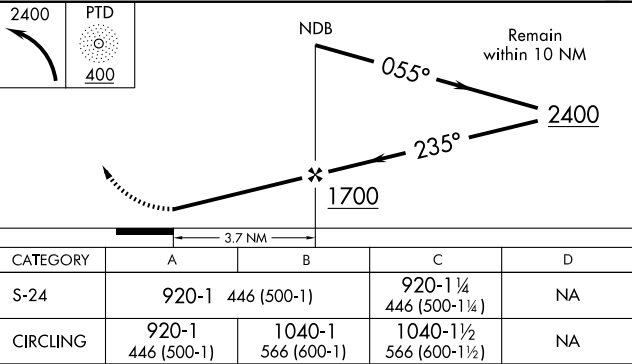
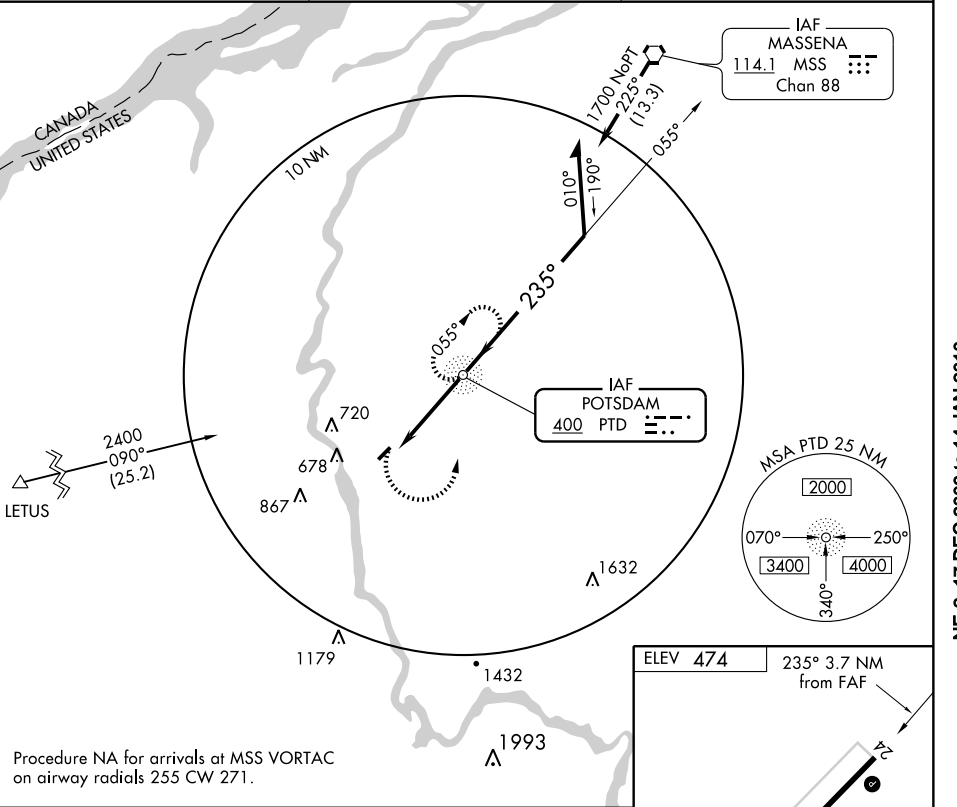
▼

NA

If local altimeter setting not received, use Massena Intl-Richards Field altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 2400 direct PTD NDB and hold.

AWOS-3 118.325	BOSTON CENTER 135.25 377.1	UNICOM 122.8 (CTAF) 0
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APP CRS	Rwy Idg	3705
238°	TDZE	474
	Apt Elev	474

RNAV (GPS) RWY 24

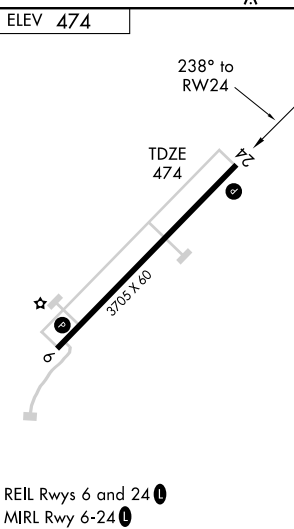
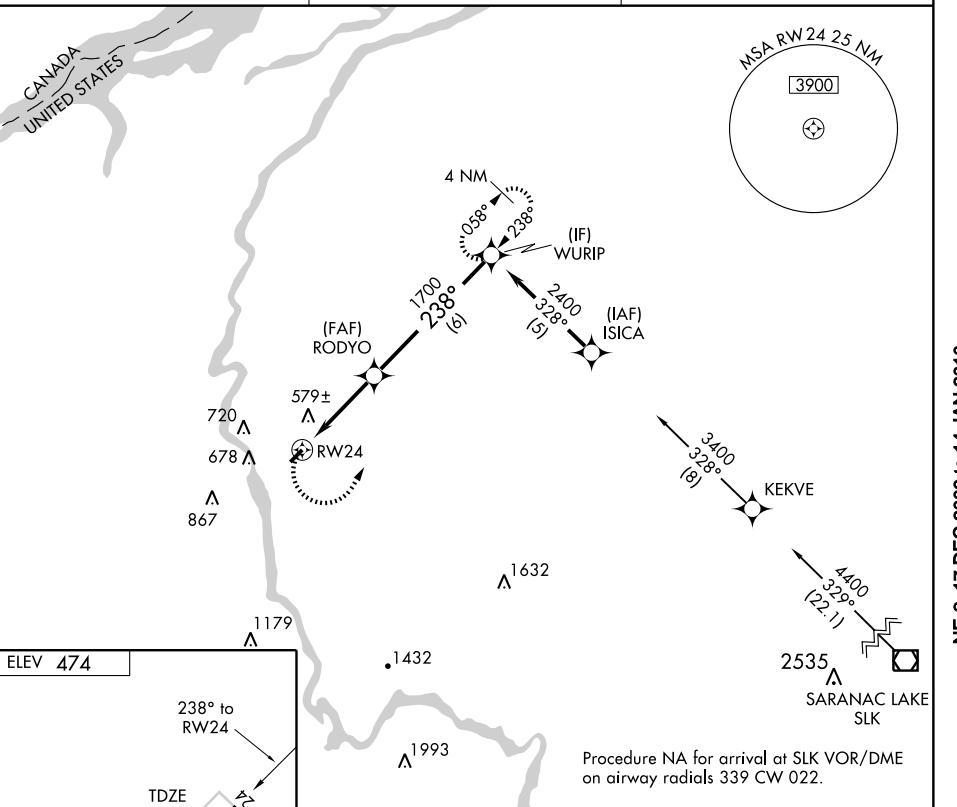
POTSDAM MUNI (DAMON FIELD) (PTD)











GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

If local altimeter setting not received, use Massena Intl-Richards Field altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 2400 direct WURIP and hold.

AWOS-3 118.325	BOSTON CENTER 135.25 377.1	UNICOM 122.8 (CTAF) 0
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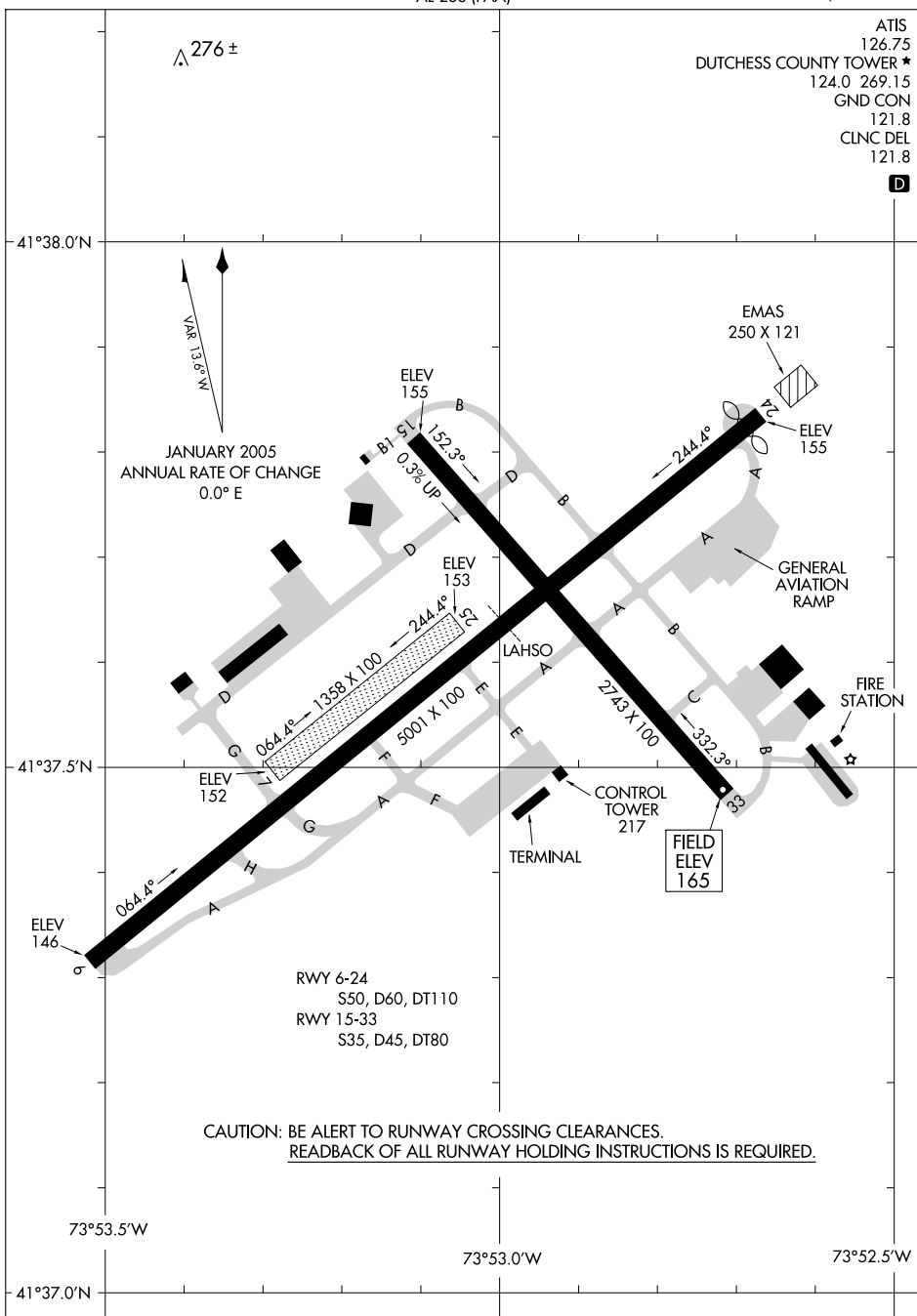


<div>2400</div> <div></div>	<div>WURIP</div> <div></div>	VDP NA when using Massena Intl-Richards Field altimeter setting.				<div>WURIP</div> <div></div>	
		<div><div>RW24</div><div>1.3 NM to RW24</div><div></div></div>					
		<div><div>RODYO</div><div></div></div>					
		<div><div>1700</div><div></div></div>					
		<div><div>1.3</div><div>2.4 NM</div><div>6 NM</div><div></div></div>					
		<div><div>CATEGORY</div><div>A</div><div>B</div><div>C</div><div>D</div><div></div></div>					
		<div><div>LNAV MDA</div><div>880-1</div><div>406 (500-1)</div><div>880-1¼ 406 (500-1¼)</div><div>NA</div><div></div></div>					
<div><div>CIRCLING</div><div>880-1 406 (500-1)</div><div>1040-1 566 (600-1)</div><div>1040-1½ 566 (600-1½)</div><div>NA</div><div></div></div>							

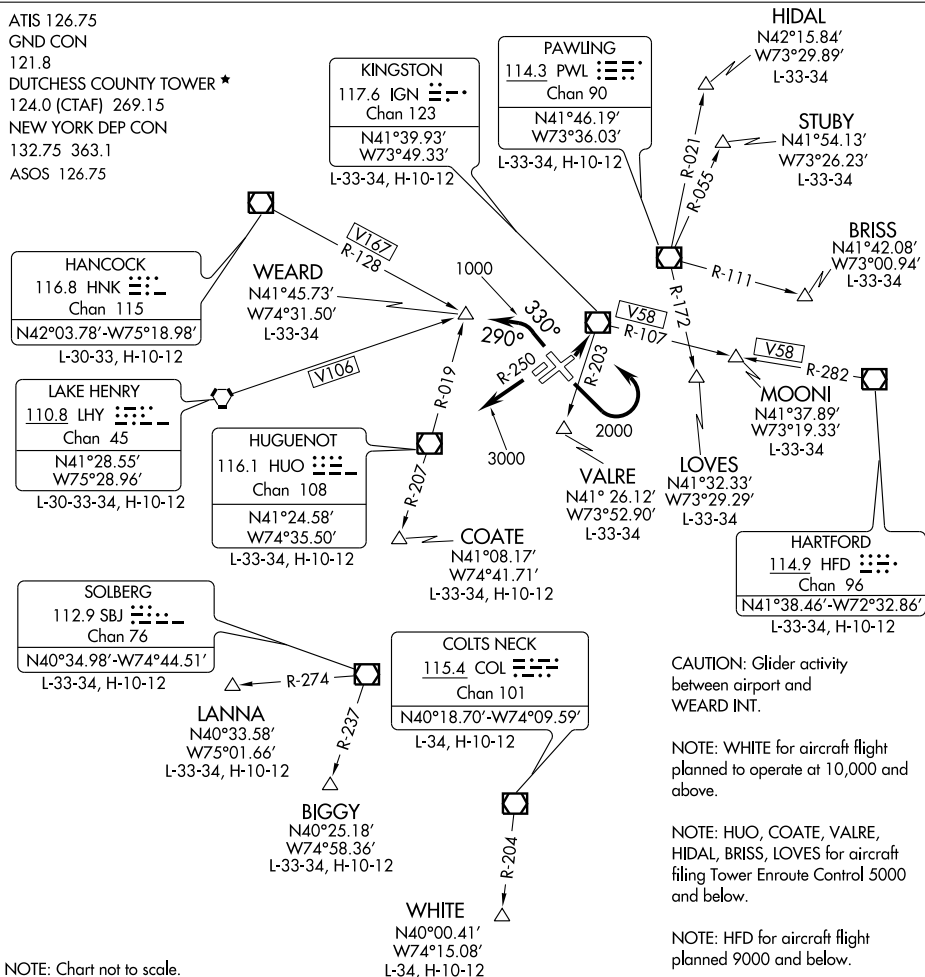


# AIRPORT DIAGRAM

AL-286 (FAA)

POUGHKEEPSIE/DUTCHESS COUNTY (POU)  
POUGHKEEPSIE, NEW YORK

NE-2, 17 DEC 2009 to 14 JAN 2010



NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RUNWAY 6:** Climb direct to IGN VOR/DME, maintain 3000'. Thence. . .

**TAKE-OFF RUNWAY 15:** Climb on runway heading, leaving 2000', turn left direct IGN VOR/DME, maintain 3000'. Thence. . .

**TAKE-OFF RUNWAY 24:** Climb on IGN VOR/DME R-250, maintain 3000'. Thence. . .

**TAKE-OFF RUNWAY 33:** Climb on heading 330°, leaving 1000' turn left heading 290°, maintain 3000'. Thence. . .

. . . Via vectors to assigned Route/Fix/NAVAID. Expect clearance to filed altitude 10 minutes after departure.

**LOST COMMUNICATIONS:** If radio contact is not established/lost for two minutes after departing, proceed on course and climb to 5000 feet. Ten minutes after departure, climb to requested altitude/flight level.

## HUDSON ONE ARRIVAL

NEWBURGH, NEW YORK

NEW YORK APP CON

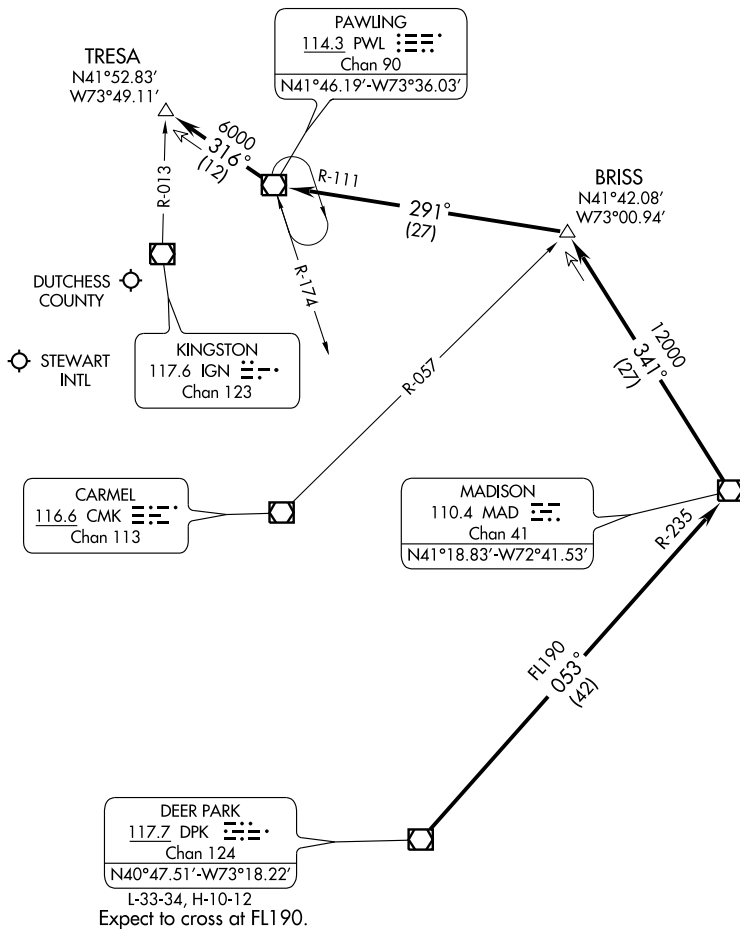
132.75 363.1

STEWART INTL ATIS

124.575

DUTCHESS COUNTY ATIS

126.75



NOTE: Chart not to scale.

... From over DPK VOR/DME via DPK R-053 and MAD R-235 to MAD VOR/DME, then via MAD R-341 to BRISS INT, then via PWL R-111 to PWL VOR/DME, then via PWL R-316 to TRESA INT. Expect RADAR vectors to final approach course.

LOC I-POU	APP CRS	Rwy Idg	5001
111.3	063°	TDZE	156
		Apt Elev	165

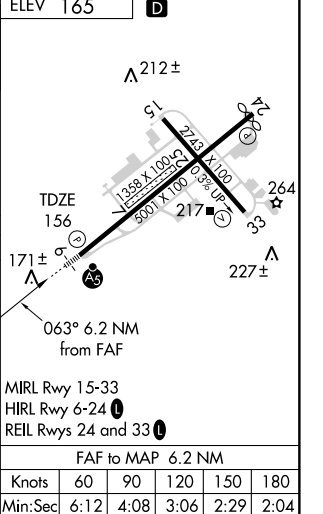
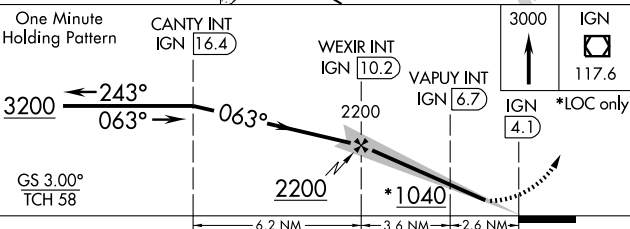
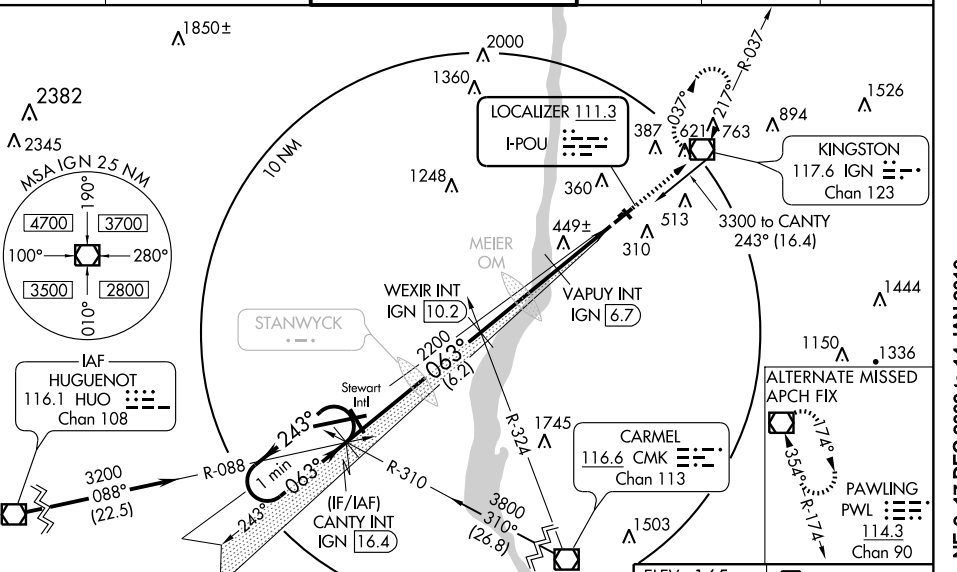
Poughkeepsie / Dutchess County (POU)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase DA 71 feet and MDA 80 feet, increase VAPUY fix minimums: S-LOC 6 Cat D and circling Cat B, C, and D visibility ¼ mile. Inoperative table does not apply to S-ILS 6 all Cats and S-LOC 6 Cats A, B and VAPUY fix minimums S-LOC 6 Cats A, B. For inoperative MALSR, increase VAPUY fix minimums S-LOC 6 Cat C visibility to 1 ¼ mile. For inoperative MALSR, when using Montgomery altimeter setting, increase S-ILS 6 all Cats visibility to 1 ¼. \*\* DME from IGN VOR/DME.

MALSR

MISSED APPROACH: Climb to 3000 direct IGN VOR/DME and hold, continue climb-in-hold to 3000.

ATIS 126.75	NEW YORK APP CON 132.75 363.1	DUTCHESS COUNTY TOWER ★ 124.0 (CTAF) 269.15	GND CON 121.8	CLNC DEL 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 6	469-1 313 (400-1)			
S-LOC 6	1040-1 884 (900-1)	1040-2¼ 884 (900-2¼)	1040-2½ 884 (900-2½)	
CIRCLING	1040-1¼ 875 (900-1¼)	1040-2¾ 875 (900-2¾)	1040-3 875 (900-3)	
VAPUY FIX MINIMUMS**				
S-LOC 6	640-1 484 (500-1)			
CIRCLING	760-1 595 (600-1)	840-1 675 (700-1)	840-2 675 (700-2)	840-2¼ 675 (700-2¼)

NE-2, 17 DEC 2009 to 14 JAN 2010

# RNAV (GPS) RWY 6

## POUGHKEEPSIE / DUTCHESS COUNTY (POU)

MALSR  
A5

**MISSED APPROACH:**  
Climb to 3000 direct  
JURIL and via 061°  
track to IGN VOR/DME  
and hold, continue  
climb-in-hold to 3000.

 $\Lambda 1850 \pm$ 

(IAF)  
HUGUENOT  
HUO


3200 NoPT  
089°  
(22.5)

4

Procedure NA for arrivals  
at HUO VOR/DME  
via V273 Northwest bound.

Stewart  
Intl

IF/IAF)  
CANTY

3000 ↑	JURIL 	061° track	IGN 
-----------	--	---------------	--

\* LNAV only.

3200 ← 243°  
063° → 063°

GS 3.00°  
TCH 58

2200

WEXIP

V

UP

\*

NAV on

y.	
----	--

2743



1

CATEGORY		A	B	C	D
LPV	DA	503-1 347 (400-1)			
LNAV/ VNAV	DA	738-1½ 582 (600-1½)			
LNAV	MDA	740-1 584 (600-1)			740-1 ¼ 584 (600-1¼)
CIRCLING		760-1 595 (600-1)	840-1 675 (700-1)	840-2 675 (700-1)	840-2¼ 675 (700-2¼)

MIRL Rwy 15-33  
HIRL Rwy 6-24 **L**  
REIL Rwy 24 and 33 **L**

NE-2. 17 DEC 2009 to 14 JAN 2010

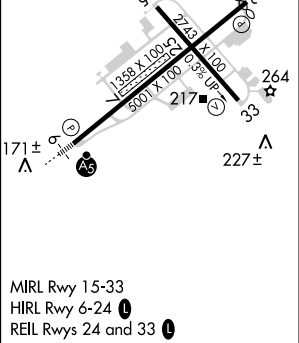
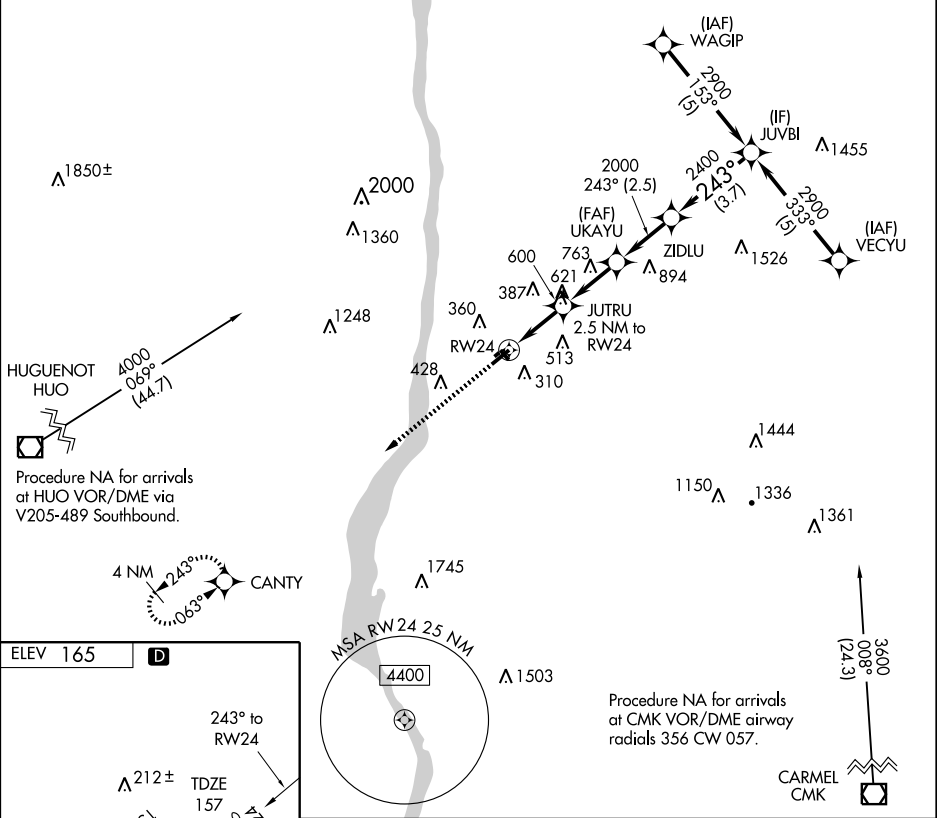
APP CRS	Rwy Idg	4888
243°	TDZE	157
	Apt Elev	165

# RNAV (GPS) RWY 24

POUGHKEEPSIE / DUTCHESS COUNTY (POU)

<p><b>⚠</b> DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet, and LNAV and Circling Cuts C and D visibility ¼ mile.</p>	<p>MISSED APPROACH: Climb to 3200 direct CANTY and hold.</p>
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ATIS 126.75	NEW YORK APP CON 132.75 363.1	DUTCHESS COUNTY TOWER ★ 124.0 (CTAF) 0 269.15	GND CON 121.8	CLNC DEL 121.8	UNICOM 122.95
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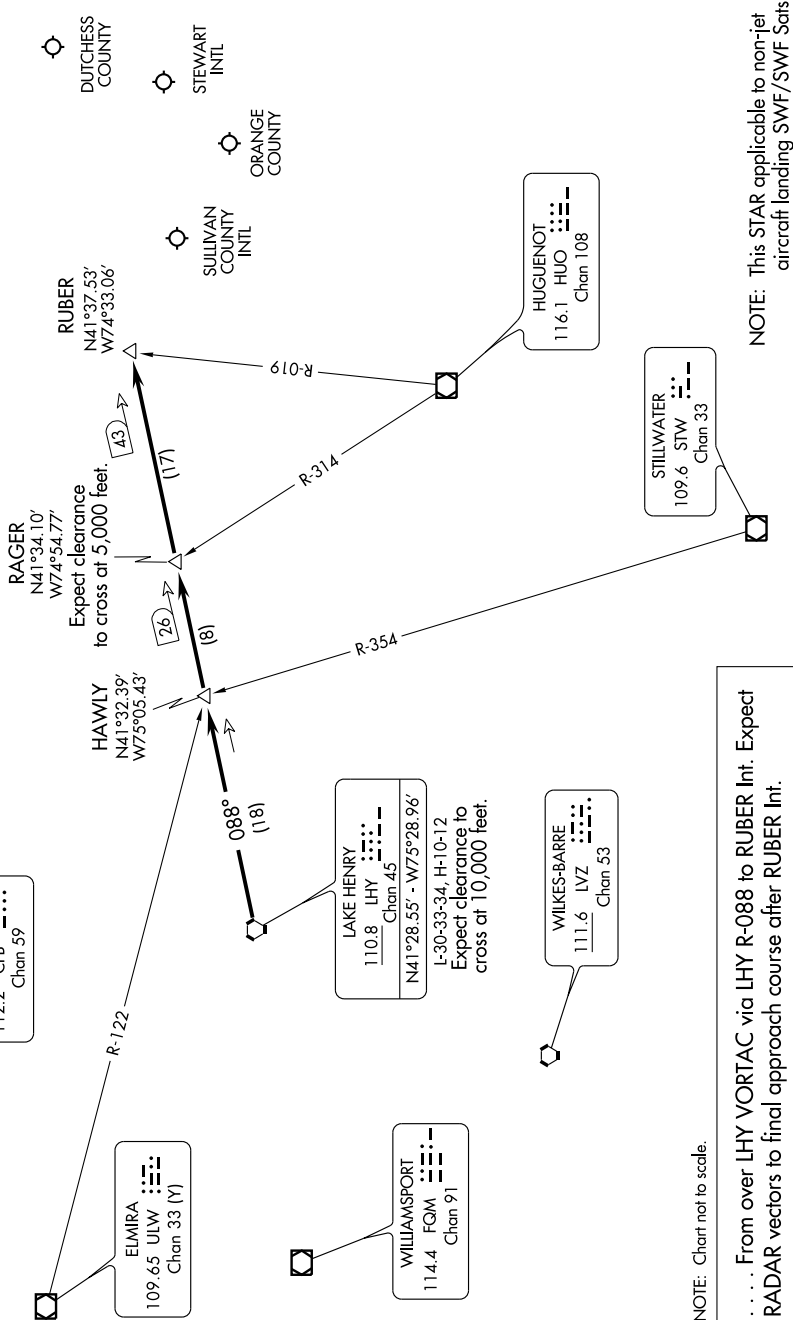


	JUTRU 2.5 NM to RW24	UKAYU	ZIDLU	JUVBI
	243°	243°	243°	2900
	2400	2000	2400	2900
	2.5 NM	2.5 NM	2.5 NM	3.7 NM
CATEGORY	A	B	C	D
LNAV MDA	900-1 743 (800-1)	900-1¼ 743 (800-1¼)	900-2¼ 743 (800-2¼)	900-2½ 743 (800-2½)
CIRCLING	900-1 735 (800-1)	900-1¼ 735 (800-1¼)	900-2¼ 735 (800-2¼)	900-2½ 735 (800-2½)

## RUBER ONE ARRIVAL

NEWBURGH, NEW YORK

NEW YORK APP CON 132.75 363.1  
STEWART INTL ATIS 124.575  
SULLIVAN COUNTY INTL AWOS-3 134.025  
ORANGE COUNTY ASOS 119.275  
DUTCHESS COUNTY ATIS 126.75



NOTE: Chart not to scale.

... From over LHY VORTAC via LHY R-088 to RUBER Int. Expect  
RADAR vectors to final approach course after RUBER Int.

NOTE: This STAR applicable to non-jet  
aircraft landing SWF/SWF Sats.

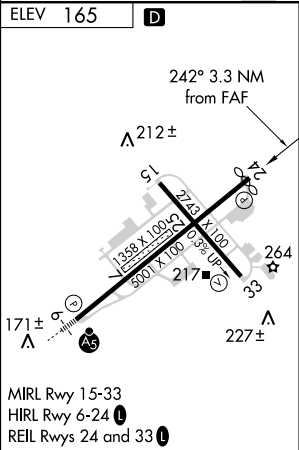
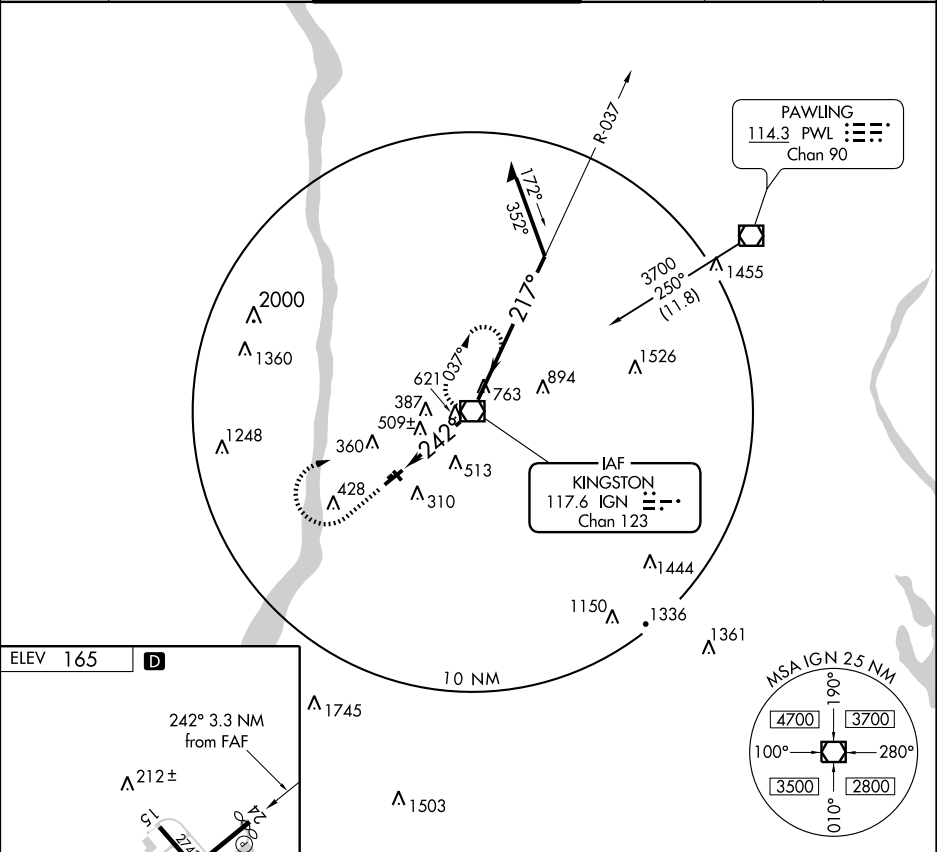
VOR/DME IGN	APP CRS	Rwy Idg	N/A
117.6	242°	TDZE	N/A
Chan 123		Apt Elev	165

POUGHKEEPSIE / DUTCHESS COUNTY (POU)

Visibility reduction by helicopters NA.  
When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct IGN VOR/DME and hold, continue climb-in-hold to 3000.

ATIS 126.75	NEW YORK APP CON 132.75 363.1	DUTCHESS COUNTY TOWER ★ 124.0 (CTAF) 269.15	GND CON 121.8	CLNC DEL 121.8	UNICOM 122.95
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FAF to MAP 3.3 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	760-1 595 (600-1)	840-1 675 (700-1)	840-2 675 (700-2)	840-2½ 675 (700-2½)
Min:Sec	3:18	2:12	1:39	1:19	1:06					



VOR/DME IGN	APP CRS	Rwy Idg	5001
117.6	062°	TDZE	156
Chan 123		Apt Elev	165

VOR/DME RWY 6

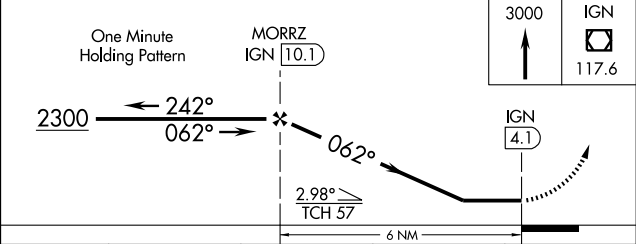
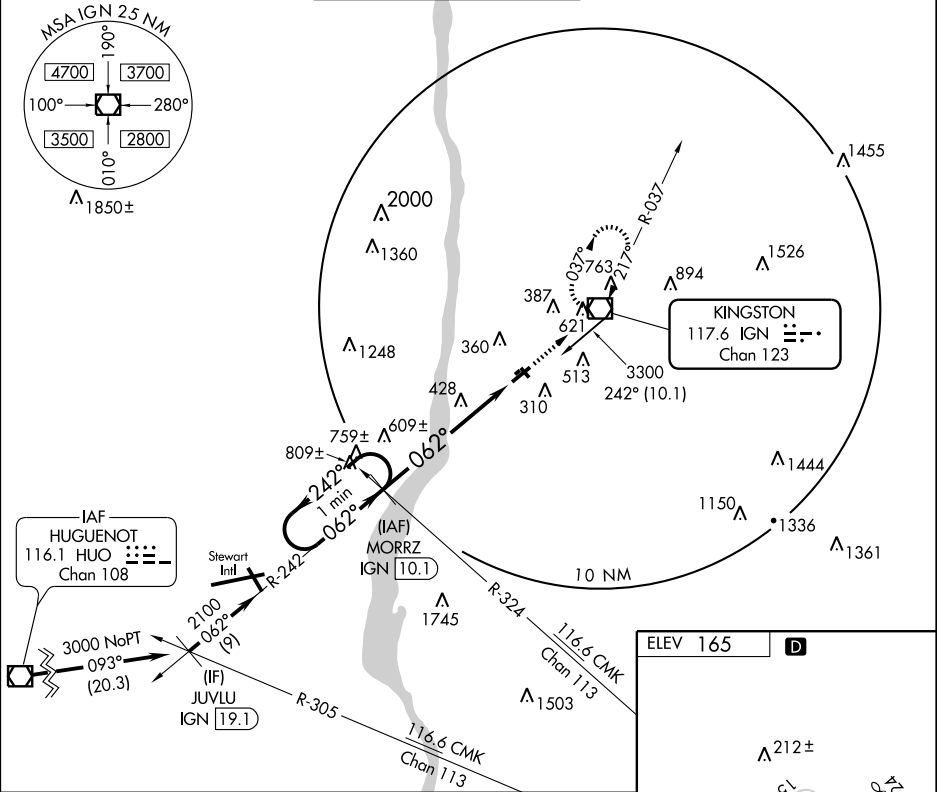
POUGHKEEPSIE / DUTCHESS COUNTY (POU)

**⚠** Inoperative table does not apply to Cats A, B. Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet, increase S-6 Cats C, D and Circling Cats B, C, D visibility ¼ mile.

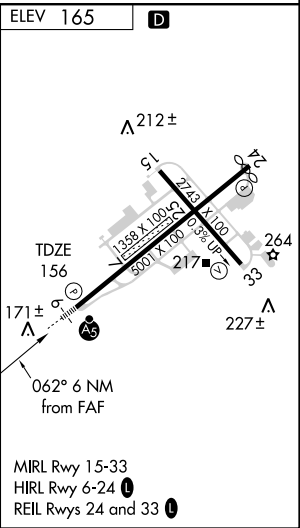
MALSR  
A5

**MISSED APPROACH:** Climb to 3000 direct IGN VOR/DME and hold, continue climb-in-hold to 3000.

ATIS 126.75	NEW YORK APP CON 132.75 363.1	DUTCHESS COUNTY TOWER ★ 124.0 (CTAF) 269.15	GND CON 121.8	CLNC DEL 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
S-6	860-1 704 (700-1)		860-1½ 704 (700-1½)	860-1¾ 704 (700-1¾)
CIRCLING	860-1 695 (700-1)		860-2 695 (700-2)	860-2¼ 695 (700-2¼)



VOR/DME IGN <b>117.6</b> Chan <b>123</b>	APP CRS <b>242°</b>	Rwy Idg <b>4888</b> TDZE <b>157</b> Apt Elev <b>165</b>
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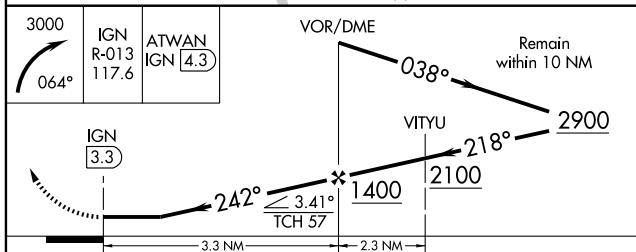
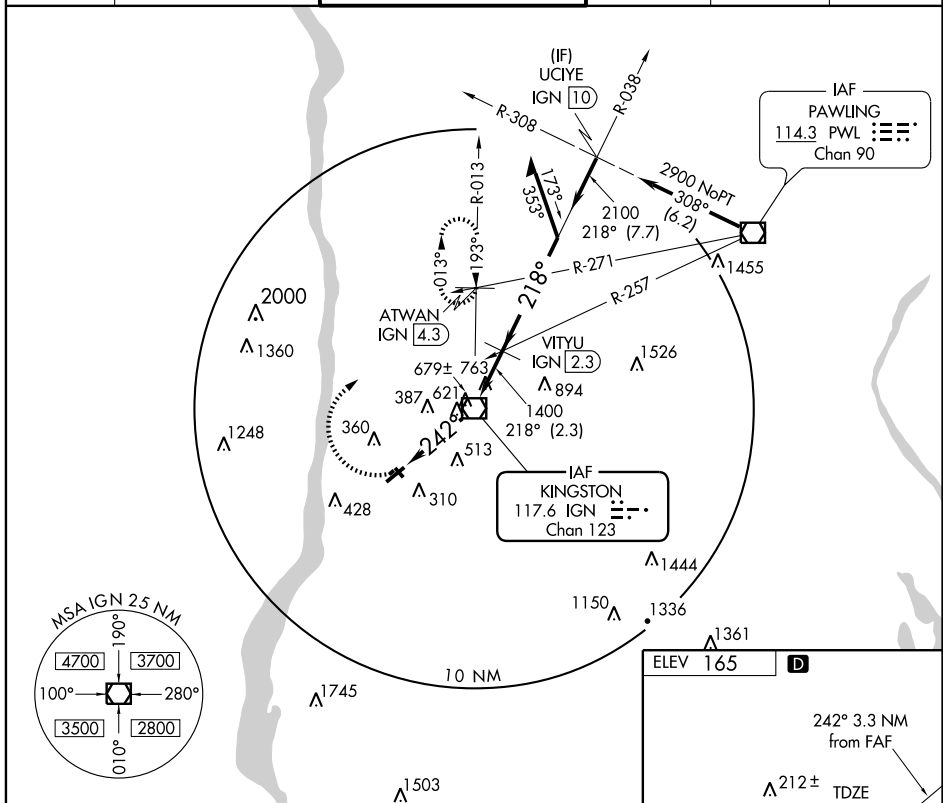
VOR/DME RWY 24

POUGHKEEPSIE / DUTCHESS COUNTY (POU)

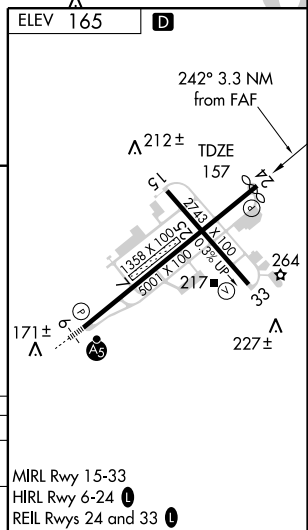
**V** Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet, S-24 and Circling Cat C and D visibility ¼ mile.

**MISSED APPROACH:** Climbing right turn to 3000 via heading 064° and IGN VOR/DME R-013 to ATWAN/4.3 DME and hold, continue climb-in-hold to 3000.

ATIS 126.75	NEW YORK APP CON 132.75 363.1	DUTCHESS COUNTY TOWER ★ 124.0 (CTAF) 0 269.15	GND CON 121.8	CLNC DEL 121.8	UNICOM 122.95
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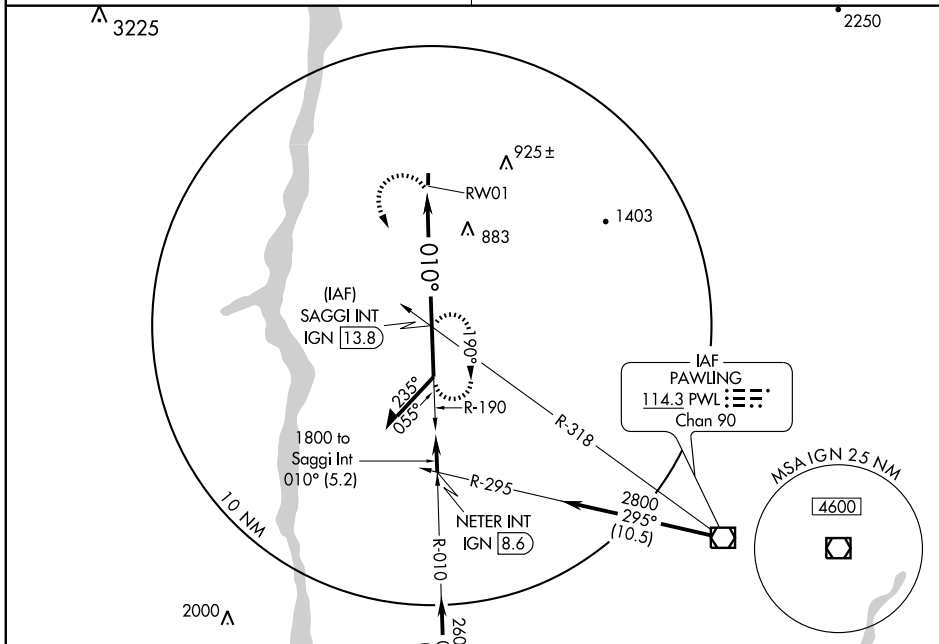
CATEGORY	A	B	C	D
S-24	940-1 783 (800-1)	940-1¼ 783 (800-1¼)	940-2¼ 783 (800-1¼)	940-2½ 783 (800-2½)
CIRCLING	940-1 775 (800-1)	940-1¼ 775 (800-1¼)	940-2¼ 775 (800-2¼)	940-2½ 775 (800-2½)



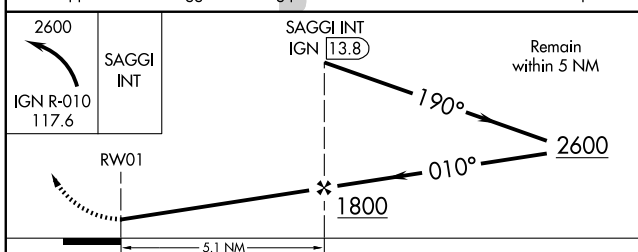
VOR/DME IGN <b>117.6</b> Chan <b>123</b>	APP CRS <b>010°</b>	Rwy Idg <b>2664</b> TDZE <b>323</b> Apt Elev <b>323</b>
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VOR or GPS RWY 1  
RED HOOK / SKY PARK (46N)

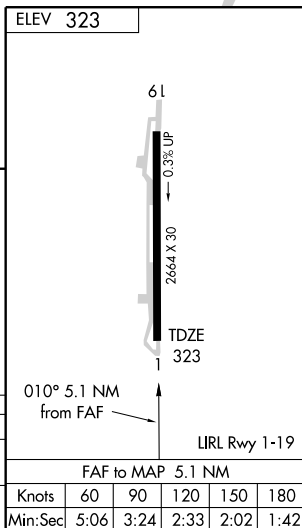
  NA	Use Poughkeepsie, NY altimeter setting.	MISSED APPROACH: Climbing left turn to 2600 via IGN R-010 to SAGGI Int/13.8 DME and hold.
NEW YORK APP CON <b>132.75 363.1</b>		CTAF <b>122.9</b>



Final approach from Saggi Int holding pattern not authorized. Procedure turn required.



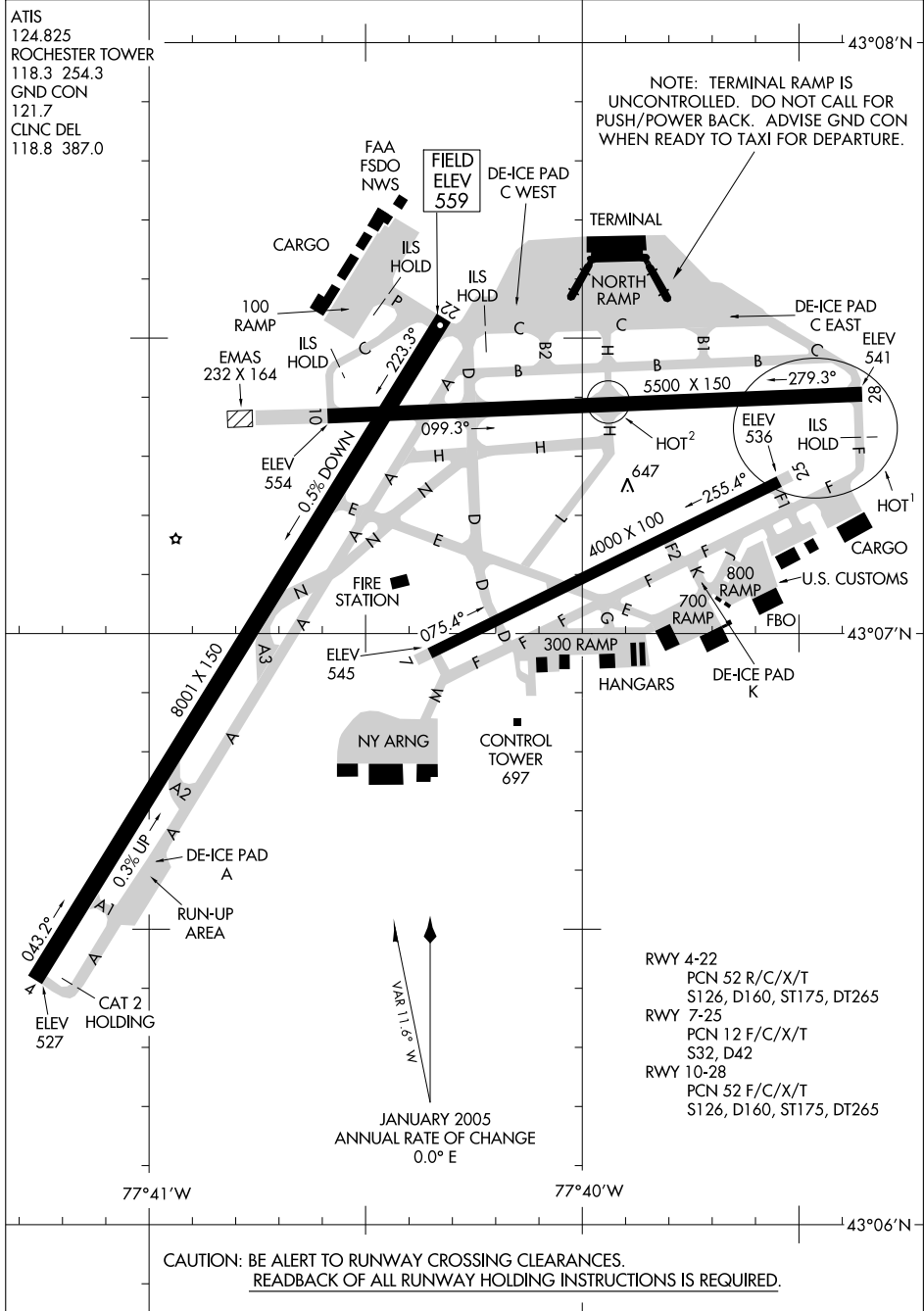
CATEGORY	A	B	C	D
S-1	1340-1¼ 1017 (1100-1¼)		NA	
CIRCLING	1340-1¼ 1017 (1100-1¼)		NA	



# AIRPORT DIAGRAM

AL-351 (FAA)

ROCHESTER/GREATER ROCHESTER INTL (ROC)  
ROCHESTER, NEW YORK



NE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-MCU	APP CRS	Rwy Idg	8001
<u>110.7</u>	<u>044°</u>	TDZE	535
		Apt Elev	559

ILS or LOC RWY 4

ROCHESTER / GREATER ROCHESTER INTL (ROC)

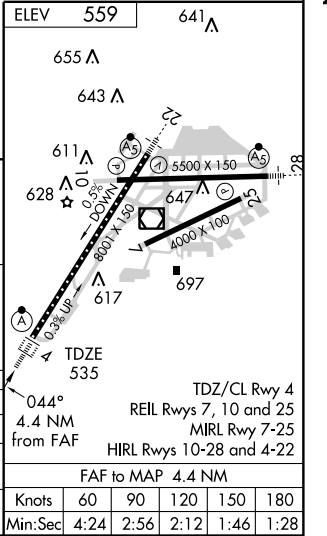
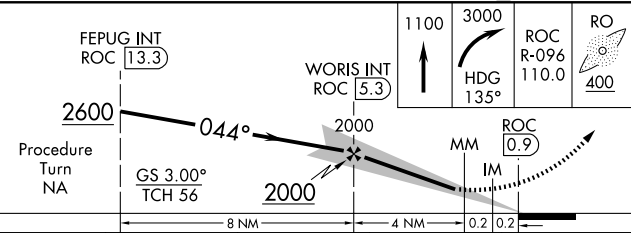
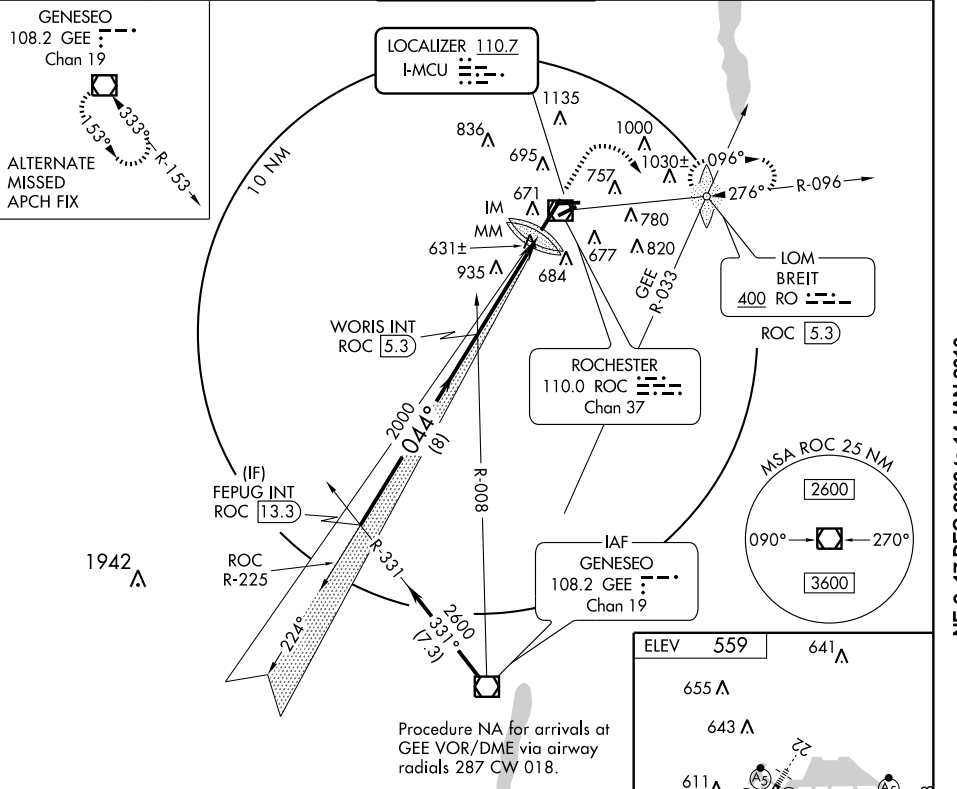
▼

▲

ALSIF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 via heading 135° and ROC VOR/DME R-096 to BREIT LOM/INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0



NE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-MWD <b><u>110.7</u></b>	APP CRS <b><u>222°</u></b>	Rwy Idg <b>8001</b> TDZE <b>559</b> Apt Elev <b>559</b>
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## ILS or LOC RWY 22

ROCHESTER / GREATER ROCHESTER INTL (ROC)

**T** ADF REQUIRED.

**A** When R-5203 active hold in lieu not authorized.

\* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

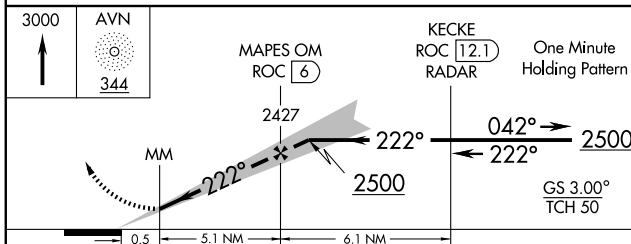
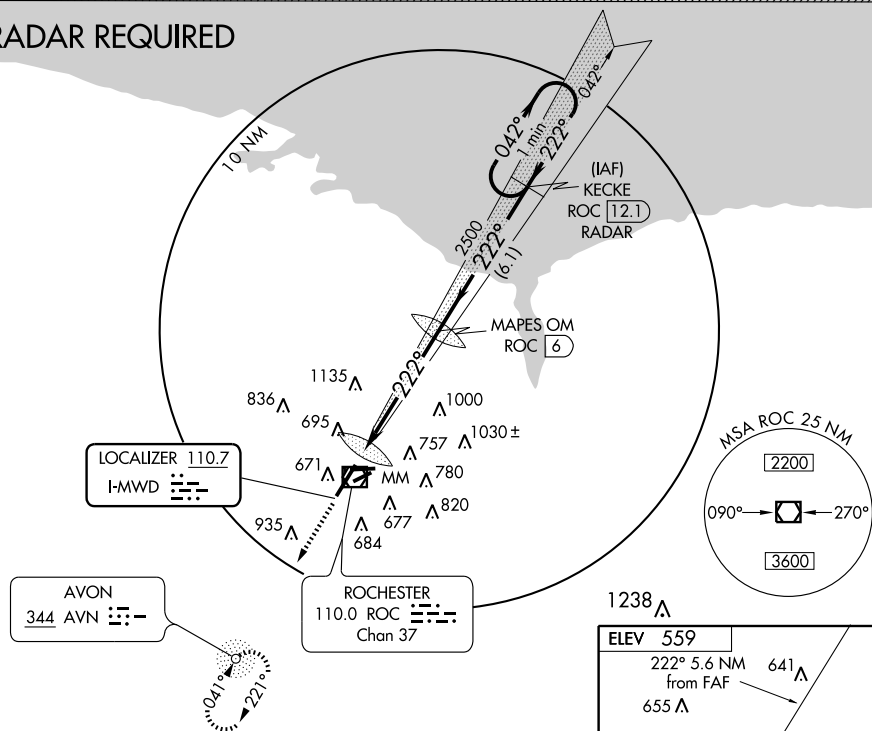


**MISSED APPROACH:** Climb to 3000 direct AVN NDB and hold.

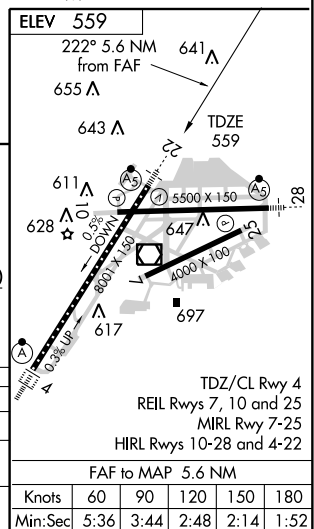
ATIS 124.825	ROCHESTER APP CON 119.55 269.6	ROCHESTER TOWER 118.3 254.3	GND CON 121.7	CLNC DEL 118.8 387.0
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R-5203

## RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 22	* 759/24 200 (200-½)			
S-LOC 22	1000/24 441 (500-½)		1000/40 441 (500-¾)	1000/50 441 (500-1)
CIRCLING	1060-1 501 (600-1)		1060-1½ 501 (600-1½)	1240-2¼ 681 (700-2¼)



LOC I-ROC

109.5

APP CRS

278°

Rwy Idg

5500

TDZE

548

Apt Elev

559

ILS or LOC RWY 28

ROCHESTER / GREATER ROCHESTER INTL (ROC)

▼

▲

Inoperative table does not apply to S-ILS 28 all Cats. and S-LOC 28 Cats. A and B.  
Visibility reduction by helicopters NA.  
Multiple unshielded lights in final approach area.

MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 230° and ROC VOR/ DME R-268 to MONCK INT/ROC 10 DME and hold.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0

ALTERNATE MISSED APCH FIX

GENESEO

108.2 GEE

Chan 19

LOCALIZER 109.5

I-ROC

MONCK

ROC 10

GEE 16.1

ROCHESTER

110.0 ROC

Chan 37

10 NM

2300

LORTH to BILAW

323° (0.3)

and LOC (2.0)

(ZEXOX)

(IF)

BILAW INT

ROC 13.4

RADAR

(8)

R-098

SUUSA INT

ROC 5.4

RADAR

ROC 1238

(IAF)

LORTH

ROC 15.6

Procedure NA for arrivals at LORTH via V2 Eastbound.

MSA ROC 25 NM

2600

3600

090°

270°

ELEV 559

641

655

643

611

628

647

617

697

22

TDZE 548

5500 X 150

4000 X 100

278° 4.7 NM from FAF

8001 X 150

8001 X 100

0.3% UP

0.5% DOWN

TDZ/CL Rwy 4

REIL Rwys 7, 10 and 25

MIRL Rwy 7-25

HIRL Rwys 10-28 and 4-22

FAF to MAP 4.7 NM

Knots

60

90

120

150

180

Min:Sec

4:42

3:08

2:21

1:53

1:34

2000

3000

MONCK

HDG 230°

ROC R-268

110.0

ROC 0.8

SUUSA INT

ROC 5.4

RADAR

2100

278°

2300

BILAW INT

ROC 13.4

RADAR

Procedure Turn NA

GS 3.00°

TCH 57

4.7 NM

8 NM

CATEGORY	A	B	C	D
S-ILS 28	798/50 250 (300-1)			
S-LOC 28	1280/50	732 (800-1)	1280-1½ 732 (800-1½)	1280-1¾ 732 (800-1¾)
CIRCLING	1280-1	721 (800-1)	1280-2 721 (800-2)	1280-2¼ 721 (800-2¼)

NE-2, 17 DEC 2009 to 14 JAN 2010

ROCHESTER / GREATER ROCHESTER INTL (ROC)

**MISSED APPROACH:** Climb to 1100 then climbing right turn to 3000 via heading 135° and ROC VOR/DME R-096 to BREIT LOM/INT/ROC 5.3 DME and hold. continue climb-in-hold to 3000.

CLNC DEL  
**118.8 387.0**

[illegible]

Procedure NA for arrivals at  
GEE VOR/DME via airway  
radials 287 CW 018.

TDZ/CL Rwy 4  
REIL Rwy 7, 10 and 25  
MIRL Rwy 7-25  
HIRL Rwy 10-28 and 4-22

**CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**



WAAS CH <b>45611</b> <b>W04A</b>	APP CRS <b>042°</b>	Rwy Idg <b>8001</b> TDZE <b>535</b> Apt Elev <b>559</b>
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## RNAV (GPS) RWY 4

ROCHESTER / GREATER ROCHESTER INTL (ROC)

**T** For inoperative ALSF-2, increase LPV visibility to 1¼ mile all Cats.  
**A** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

**MISSED APPROACH:** Climb to 3000 direct CISON and right turn via 150° track to BREIT and hold, continue climb-in-hold to 3000.

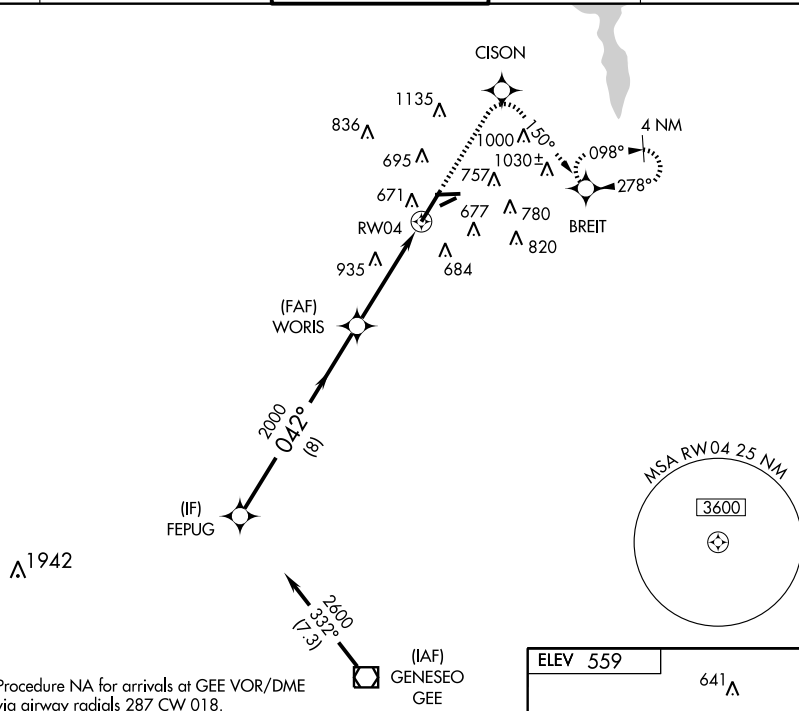
ATIS  
124.825

ROCHESTER APP CON  
119.55 269.6

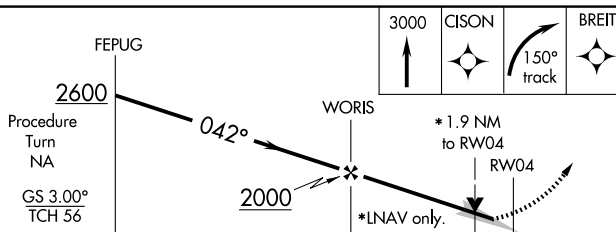
ROCHESTER TOWER  
118.3 254.3


GND CON  
121.7

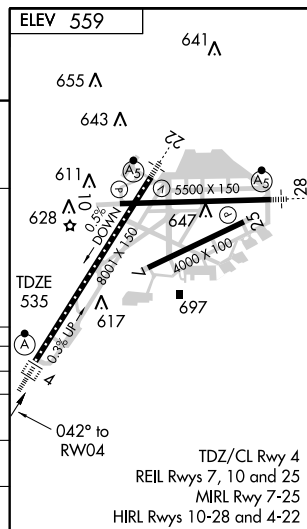
CLNC DEL  
118.8 387.0



Procedure NA for arrivals at GEE VOR/DME  
via airway radials 287 CW 018.



				
CATEGORY	A	B	C	D
LPV DA	866/40 331 (400-¾)			
LNAV/ VNAV DA	1321-2¼ 786 (800-2¼)			
LNAV MDA	1200/24 665 (700-½)	1200/60 665 (700-¼)	1200-1½ 665 (700-½)	
CIRCLING	1200-1 641 (700-1)	1200-1¾ 641 (700-¾)	1240-2¼ 681 (700-2¼)	





✈

NA

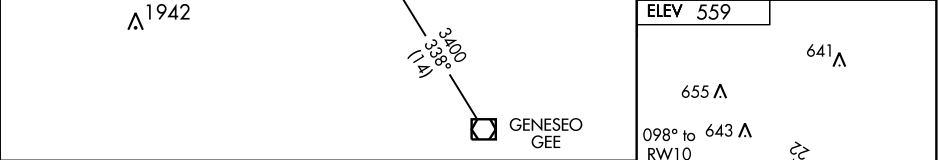
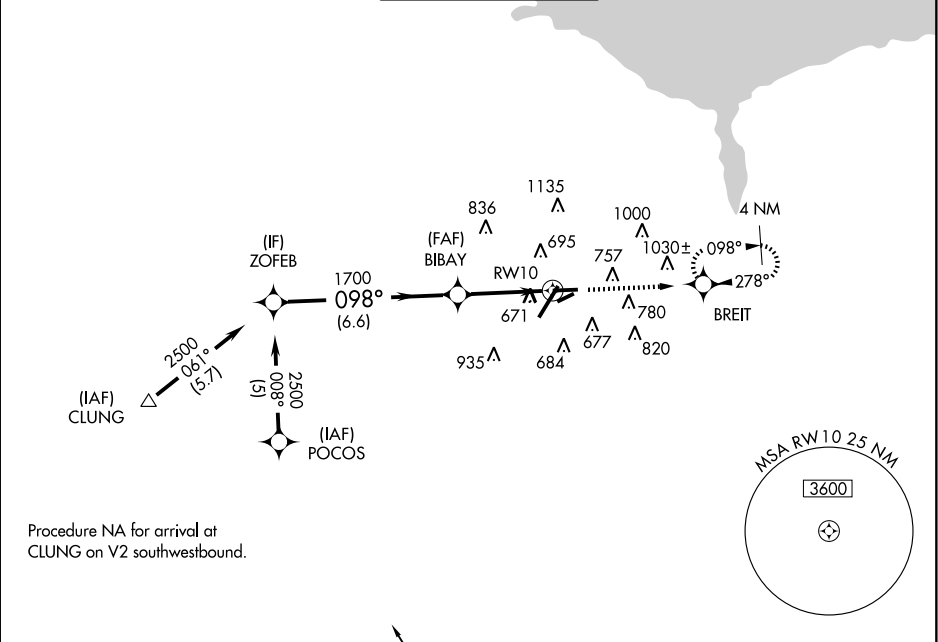
GPS or RNP-0.3 required.

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000

direct BREIT WP and hold.

ATIS 124.825	ROCHESTER APP CON 119.55 269.6	ROCHESTER TOWER 118.3 254.3	GND CON 121.7	CLNC DEL 118.8 387.0
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	ZOFEB		BIBAY		RW10	
Procedure	2500		1700		3.03° TCH 53	
Trun NA	6.6 NM		3.4 NM			
CATEGORY	A	B	C	D		
LNAV MDA	960-1	404 (500-1)	960-1 ¼	404 (500-1 ¼)		
CIRCLING	1060-1	501 (600-1)	1060-1 ½	1240-2 ¼		
			501 (600-1 ½)	681 (700-2 ¼)		

ELEV 559

641

655

098° to 643

RW10

611

628

TDZE 556

0.5% DOWN

800' X 150

647

5500 X 150

697

617

0.3% UP

4

28

TDZ/CL Rwy 4

REIL Rws 7, 10 and 25



MIRL Rwy 7-25

HIRL Rws 10-28 and 4-22

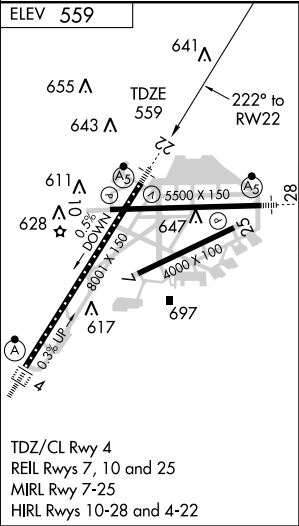
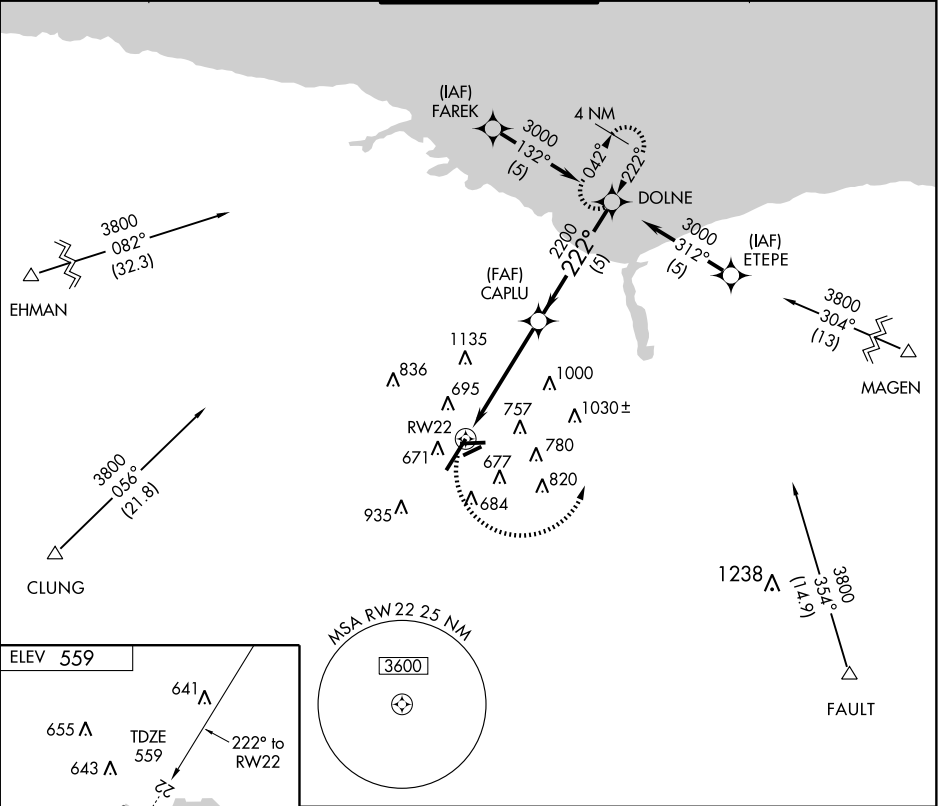
APP CRS <b>222°</b>	Rwy Idg TDZE Apt Elev	<b>8001</b> <b>559</b> <b>559</b>
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RNAV (GPS) RWY 22

ROCHESTER / GREATER ROCHESTER INTL (ROC)

 NA	Inoperative table does not apply to Cat. A and B. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MALSR 	MISSED APPROACH: Climbing left turn to 3000 direct DOLNE WP and hold.
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ATIS <b>124.825</b>	ROCHESTER APP CON <b>119.55 269.6</b>	ROCHESTER TOWER <b>118.3 254.3</b>	GND CON <b>121.7</b>	CLNC DEL <b>118.8 387.0</b>
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Procedure Turn NA			
CATEGORY	A	B	C
LNAV MDA	1320/50	761 (800-1)	1320-1 3/4 761 (800-1 3/4)
CIRCLING	1320-1 761 (800-1)	1320-1 1/4 761 (800-1 1/4)	1320-2 1/4 761 (800-2 1/4)



WAAS CH <b>86411</b> <b>W28A</b>	APP CRS <b>278°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>548</b> <b>559</b>
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RNAV (GPS) RWY 28

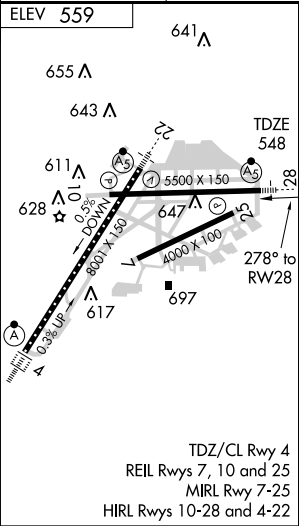
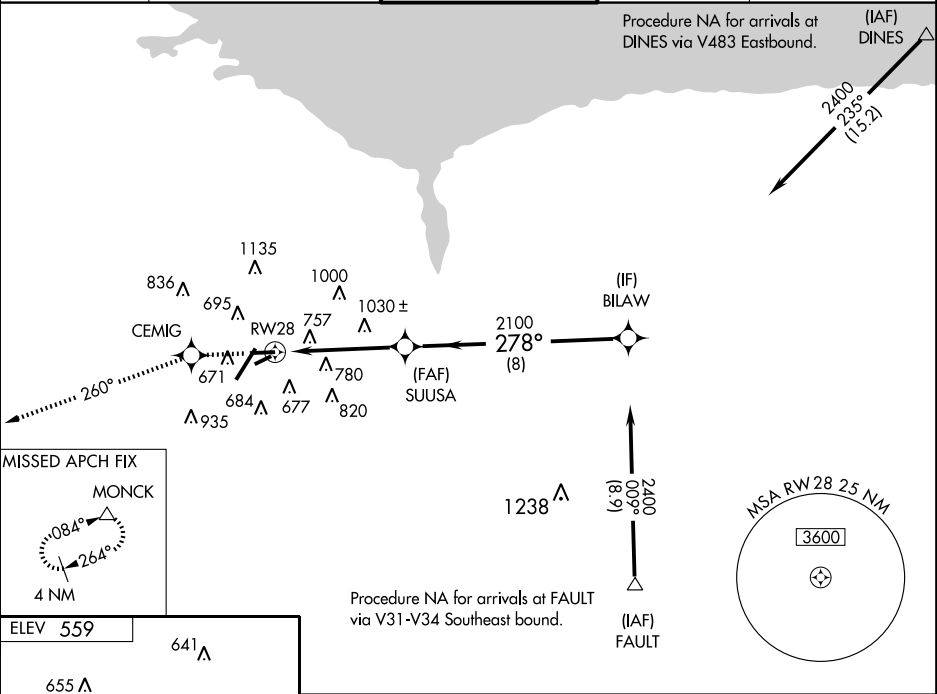
ROCHESTER / GREATER ROCHESTER INTL (ROC)

**▼** Inoperative table does not apply to LNAV Cat. A and LPV all Cats.  
**▲** For inoperative MALS, increase LNAV Cat. B visibility to RVR 6000.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.  
Visibility reduction by helicopters NA.  
Multiple unshielded lights in final approach area.

MALS

MISSED APPROACH: Climb to 3000  
direct CEMIG and via 260° track to  
MONCK and hold.

ATIS <b>124.825</b>	ROCHESTER APP CON <b>119.55 269.6</b>	ROCHESTER TOWER <b>118.3 254.3</b>	GND CON <b>121.7</b>	CLNC DEL <b>118.8 387.0</b>
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	3000	CEMIG	260° TRK	MONCK	Procedure Turn NA
					BILAW 2400
				SUUSA	2100
				RW28	4.7 NM 8 NM
CATEGORY	A	B	C	D	
LPV DA		839/50	291 (300-1)		
LNAV VNAV DA		1056/60	508 (500-1¼)		
LNAV MDA	1340/50	792 (800-1)	1340-1¾ 792 (800-1¾)	1340-2 792 (800-2)	
CIRCLING	1340-1 781 (800-1)	1340-1¼ 781 (800-1¼)	1340-2¼ 781 (800-2¼)	1340-2½ 781 (800-2½)	

VOR/DME ROC <b><u>110.0</u></b> Chan <b>37</b>	APP CRS <b>052°</b>	Rwy Idg <b>8001</b> TDZE <b>535</b> Apt Elev <b>559</b>
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VOR/DME RWY 4  
ROCHESTER / GREATER ROCHESTER INTL (ROC)

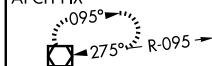
**T** For inoperative ALSF-2, increase S-4 Cats. A, B visibility to RVR 5000.  
**A** Visibility reduction by helicopters NA.

ALSF-2

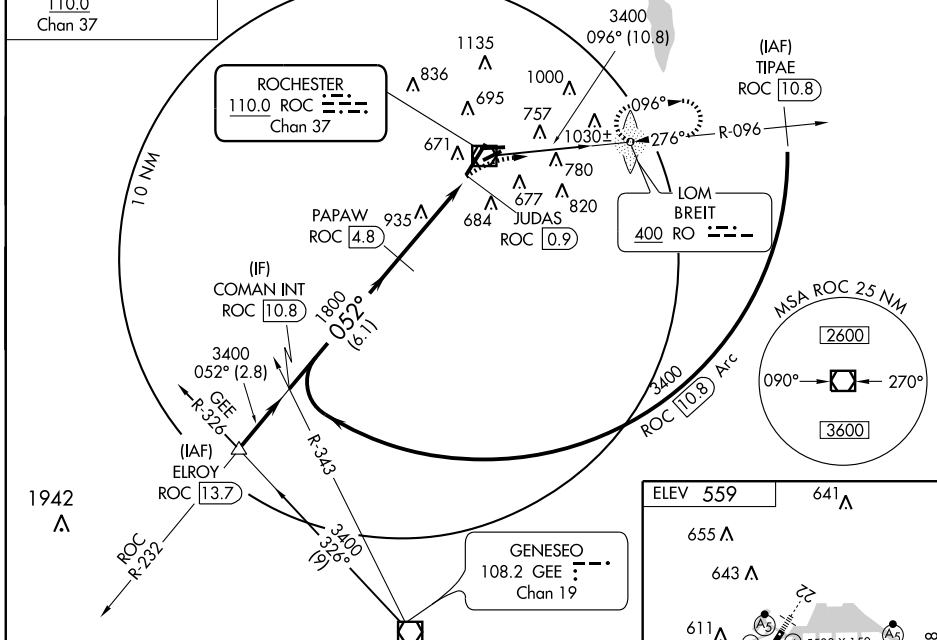
**MISSED APPROACH:** Climbing right turn to 3000 via heading 060° and ROC VOR/DME R-096 to BREIT LOM/INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.

ATIS 124.825	ROCHESTER APP CON 119.55 269.6	ROCHESTER TOWER 118.3 254.3	GND CON 121.7	CLNC DEL 118.8 387.0
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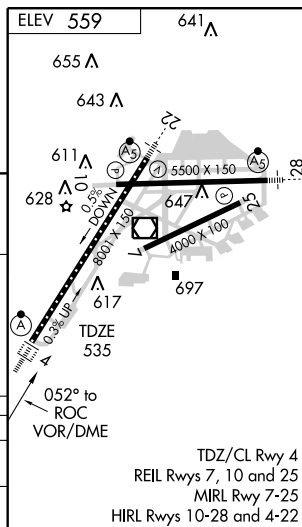
ALTERNATE MISSED  
APCH FIX



ROCHESTER  
ROC  $\frac{\cdot}{\cdot} \frac{\cdot}{\cdot} \frac{\cdot}{\cdot}$   
110.0  
Chan 37



CATEGORY	A	B	C	D
S-4	1200/40	665 (700-¾)	1200/60 665 (700-1¼)	1200-1½ 665 (700-1½)
CIRCLING	1200-1	641 (700-1)	1200-1¾ 641 (700-1¾)	1240-2¼ 681 (700-2¼)



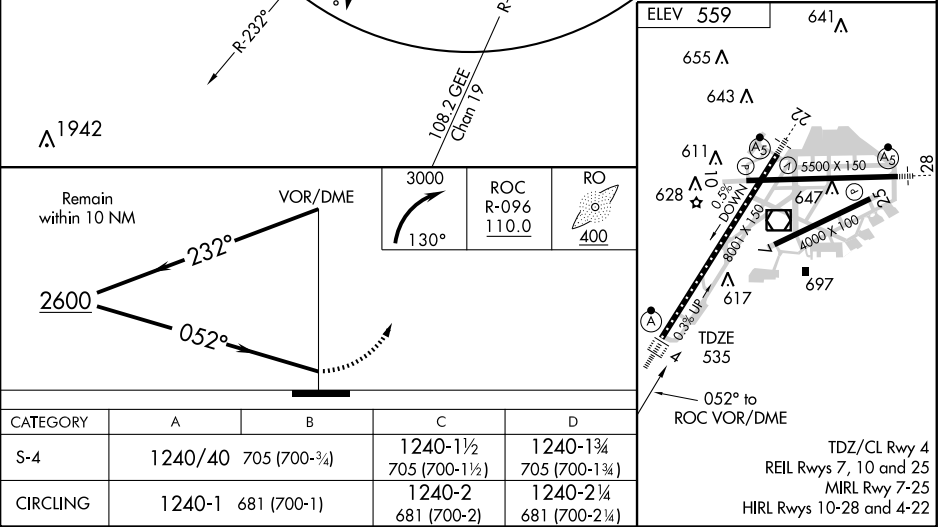
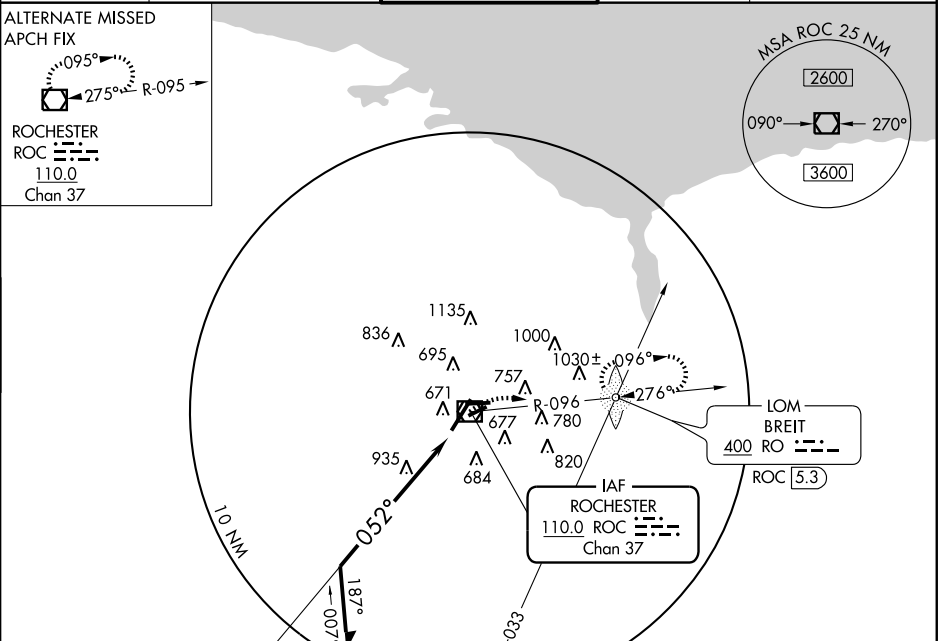
For inoperative ALSF-2, increase S-4 Cats. A, B visibility to RVR 5000.

Visibility reduction by helicopters NA.

ALSF-2

MISSED APPROACH: Climbing right turn to 3000 via heading 130° and ROC VOR/DME R-096 to BREIT LOM/INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0

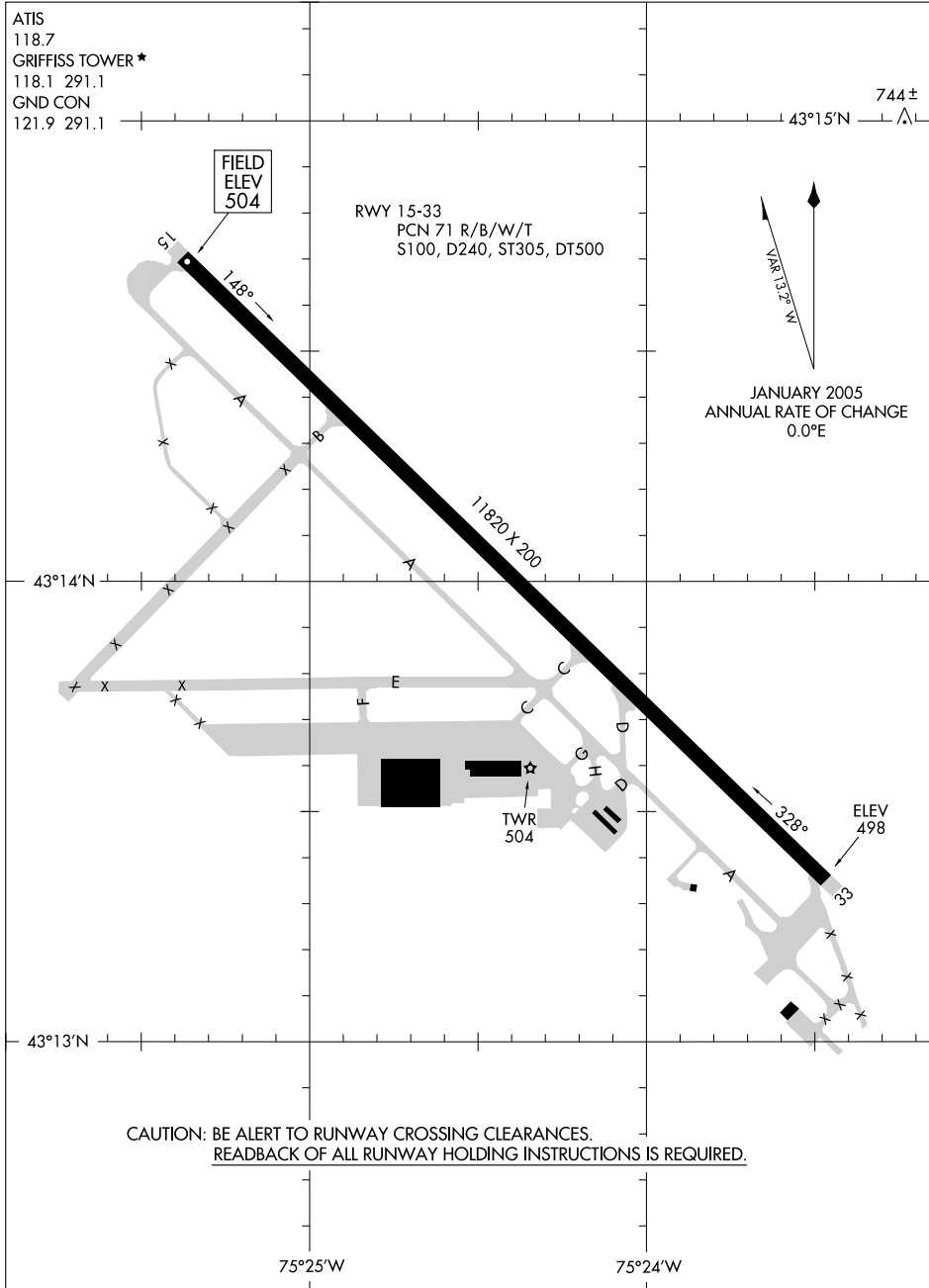




09295

# AIRPORT DIAGRAM

AL-9515 (FAA)

 ROME/GRIFFISS INTL (RME)  
 ROME, NEW YORK


LOC I-FYQ	APP CRS	Rwy Idg	<b>11820</b>
<b><u>109.1</u></b>	<b>146°</b>	TDZE	<b>504</b>
		Apt Elev	<b>504</b>

**ILS RWY 15**  
ROME/GRIFFISS INTL (RME)

**T** Radar or DME required for localizer minima.  
**A** NA Circling NA West of Rwy 15-33.

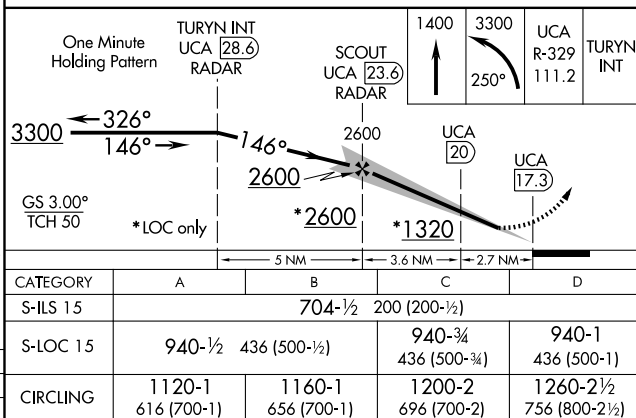
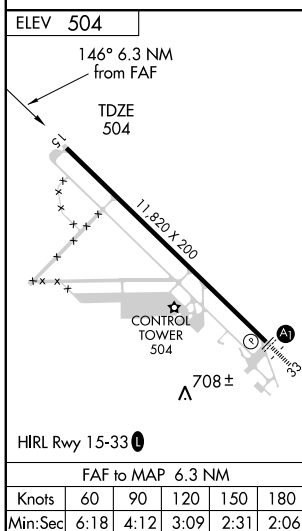
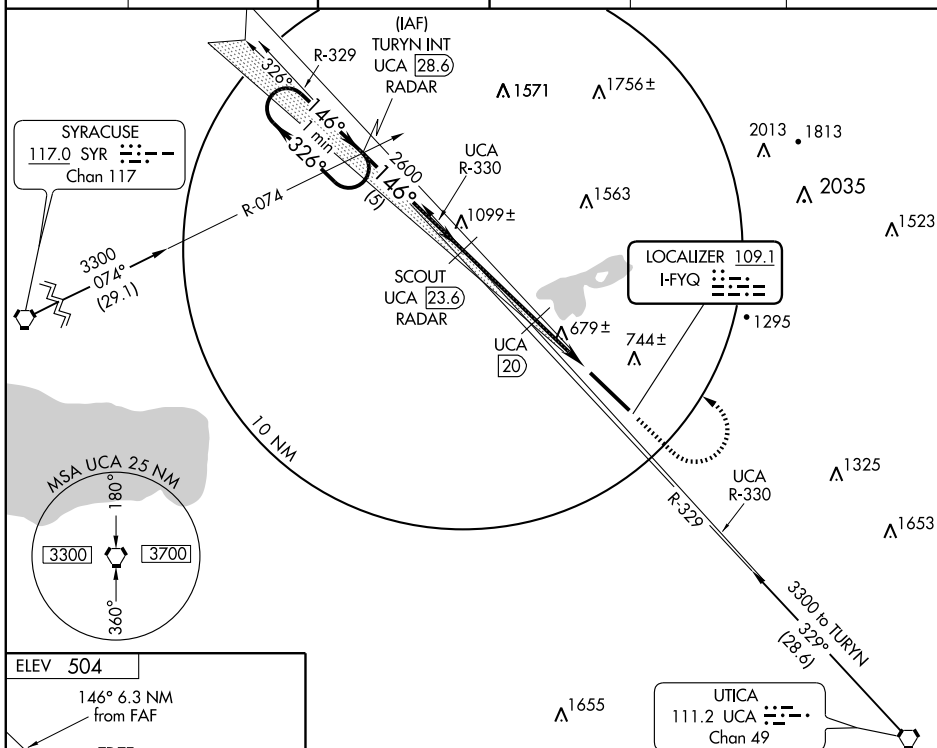
**MISSED APPROACH:** Climb to 1400, then climbing left turn to 3300 via heading 250° and UCA R-329 to TURYN Int and hold.

ATIS  
118.7

GRIFISS APP CON  
120.925 269.5

**GRIFFISS TOWER ★**  
**118.1 291.1**

GND CON  
121 9 291 1

CTAF  
118 10UNICOM  
122 95

NA

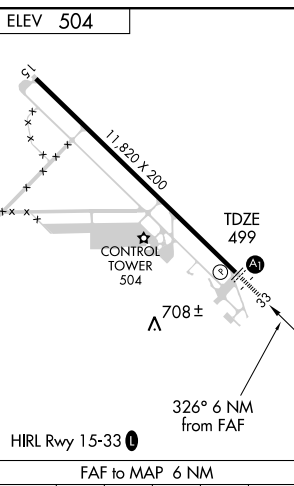
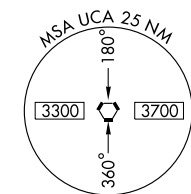
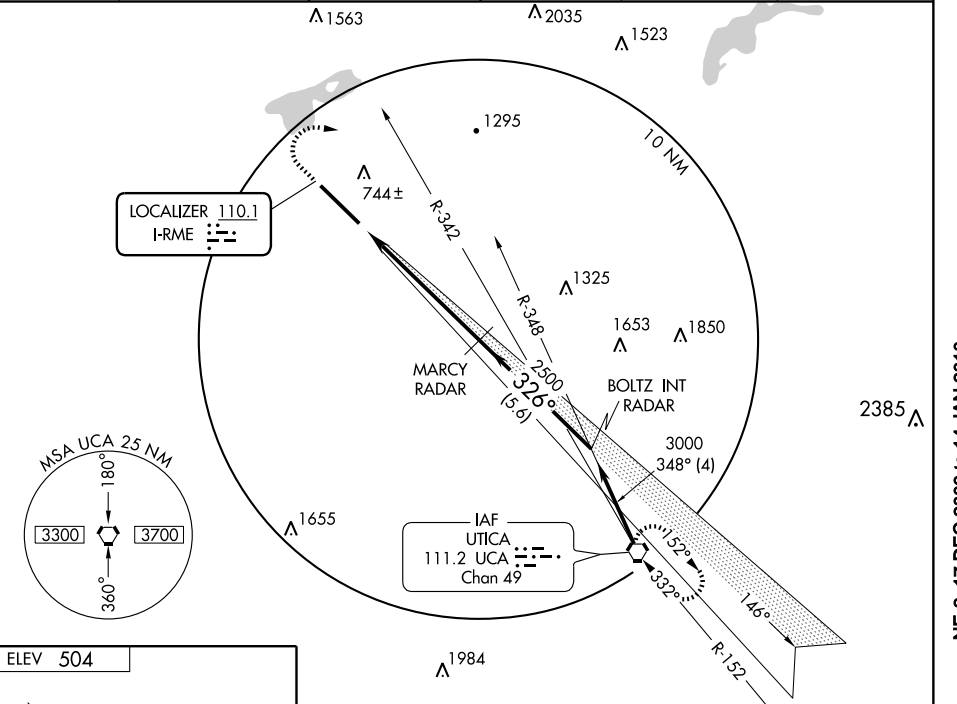
Circling NA West of Rwy 15-33.

ALSF-1

MISSED APPROACH:

Climb to 1200 then climbing right turn to 3000 via UCA R-342 to UCA VORTAC and hold.

ATIS 118.7	GRIFFISS APP CON 120.925 269.5	GRIFFISS TOWER ★ 118.1 291.1	GND CON 121.9 291.1	CTAF 118.1	UNICOM 122.95
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RADAR REQUIRED

	1200	3000	UCA R-342 111.2	UCA 111.2	MARCY RADAR	BOLTZ INT RADAR	
					2490	326°	3000
							GS 3.00° TCH 54
CATEGORY	A		B		C		D
S-ILS 33	699-1½		200 (200-½)				
S-LOC 33	1040-½		541 (600-½)		1040-1		1040-1¼
					541 (600-1)		541 (600-1¼)
CIRCLING	1120-1		1160-1		1200-2		1260-2½
	616 (700-1)		656 (700-1)		696 (700-2)		756 (800-2½)

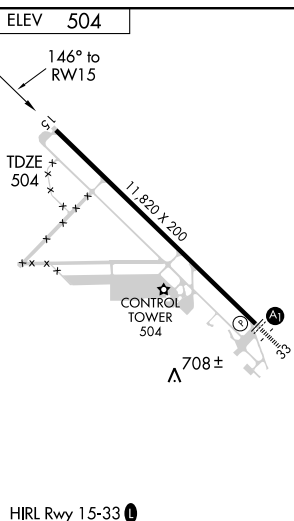
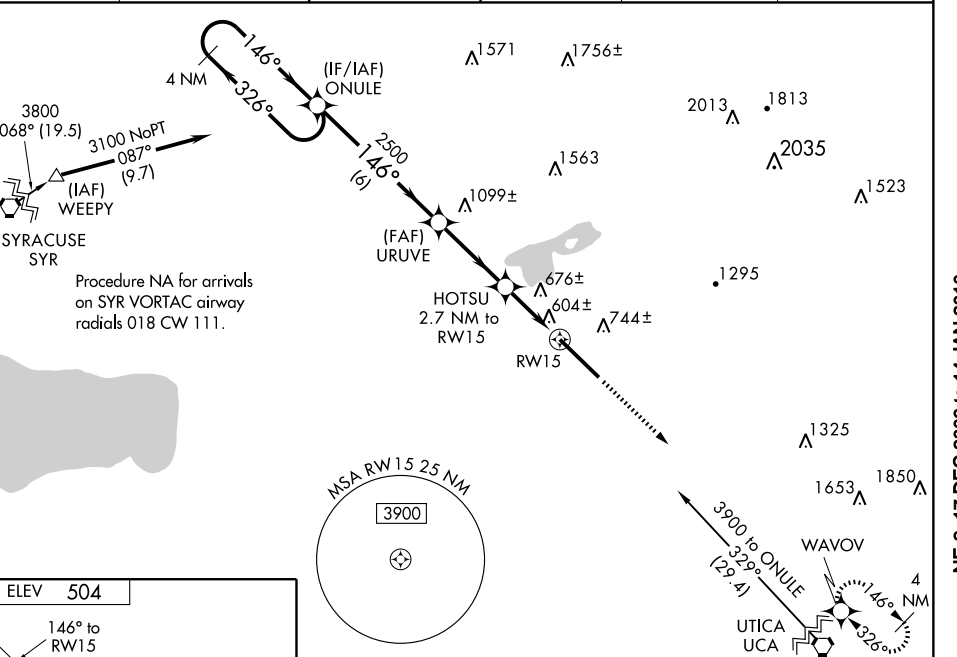
NE-2, 17 DEC 2009 to 14 JAN 2010

**⚠** Circling NA west of Rwy 15-33. Baro-VNAV NA when using Syracuse altimeter setting.

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C. When local altimeter setting not received, use Syracuse altimeter setting and increase all DA 85 ft and all MDA 100 ft; increase LPV all Cats and LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cats B, C and D visibility ¼ mile. VDP NA when using Syracuse altimeter setting.

MISSED APPROACH:  
Climb to 3200 direct  
WAVOV and hold.

ATIS <b>118.7</b>	GRIFFISS APP CON <b>120.925 269.5</b>	GRIFFISS TOWER ★ <b>118.1 291.1</b>	GND CON <b>121.9 291.1</b>	CTAF <b>118.1</b>	UNICOM <b>122.95</b>
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4 NM Holding Pattern		ONULE		URUVE		HOTSU 2.7 NM to RW15		RW15	
3100		326°		146°		146°		146°	
GS 3.00°		TCH 47		2500		*1400		*1.2 NM to RW15	
6 NM		3.3 NM		1.5 NM		1.2			
CATEGORY	A		B		C		D		
LPV DA			805-1		301 (400-1)				
LNAV/VNAV DA			1052-2		548 (600-2)				
LNAV MDA	940-¾		436 (500-¾)		940-1¼ 436 (500-1¼)		940-1½ 436 (500-1½)		
CIRCLING	1120-1 616 (700-1)		1160-1 656 (700-1)		1200-2 696 (700-2)		1280-2½ 776 (800-2½)		

NE-2, 17 DEC 2009 to 14 JAN 2010

WAAS CH <b>42906</b> <b>W33A</b>	APP CRS <b>326°</b>	Rwy Idg <b>11820</b> TDZE <b>498</b> Apt Elev <b>504</b>
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RNAV (GPS) RWY 33  
ROME/GRIFFISS INTL (RME)

**▼** Circling NA west of Rwy 15-33. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F), DME/DME RNP-0.3 NA. **▲** Visibility reduction by helicopters NA. When local altimeter setting not received, use Syracuse altimeter setting and increase all DA 85 feet and all MDA 100 feet; increase LPV all Cats and LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cats B, C, and D visibility ¼ mile. For inoperative ALSF-1, increase LPV all Cats visibility ½ mile and LNAV Cats A and B visibility ¼ mile. For inoperative ALSF-1, when using Syracuse altimeter setting, increase LPV all Cats visibility ½ mile, LNAV Cats A and B visibility ¼ mile. Baro-VNAV and VDP NA when using Syracuse altimeter setting.

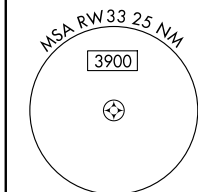
ALSF-1



**MISSED APPROACH:** Climb to 3100 direct ONULE and hold.

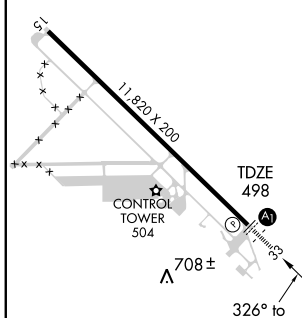
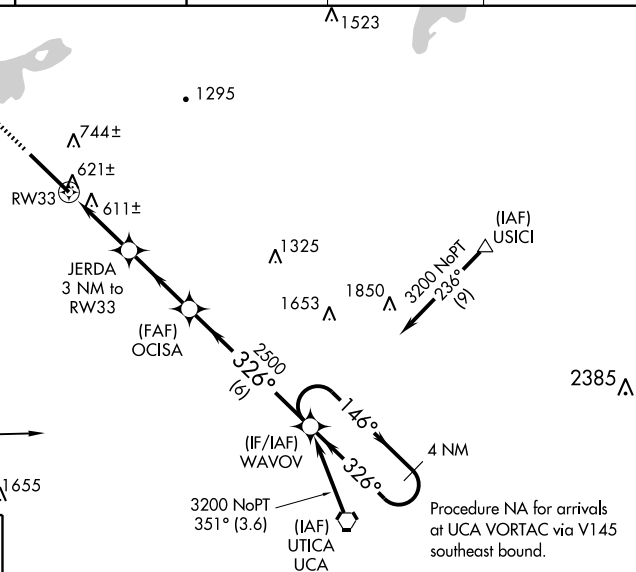
ATIS 118.7	GRIFFISS APP CON 120.925 269.5	GRIFFISS TOWER ★ 118.1 291.1	GND CON 121.9 291.1	CTAF 118.1	UNICOM 122.95
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	MISSED APCH FIX
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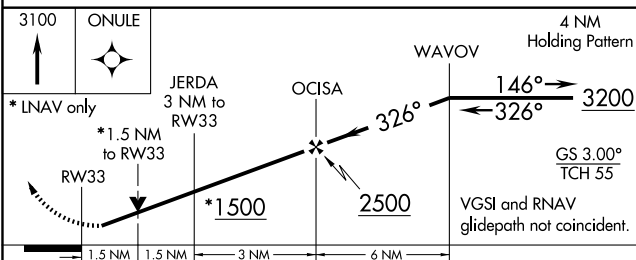


VASTS  $\triangle \xrightarrow[100^\circ]{3200}$   $\xrightarrow{(15.3)}$

ELEV	504
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HIRL Rwy 15-33 **L**

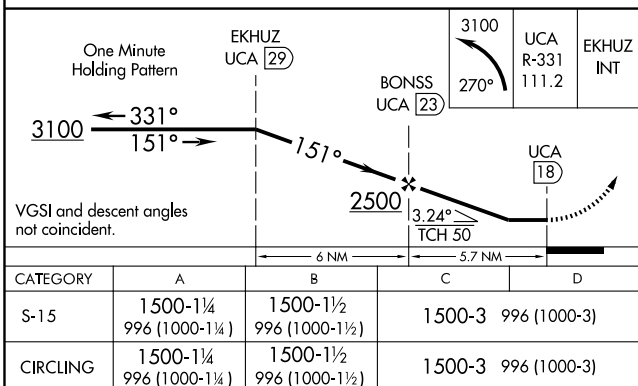
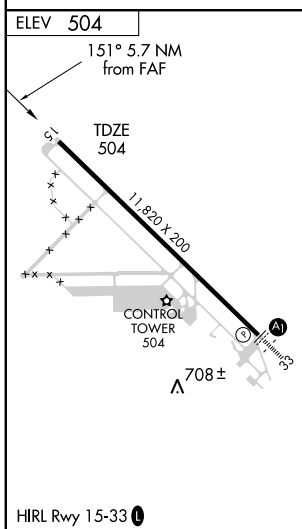
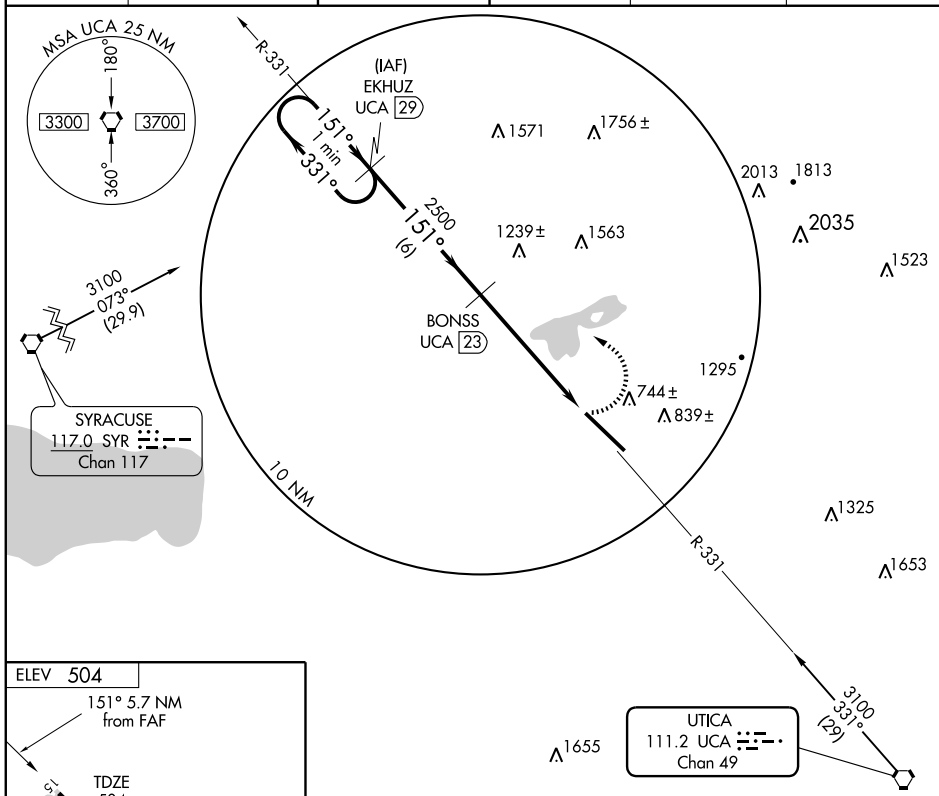
Procedure NA for arrivals  
at UCA VORTAC via V145  
southeast bound.



VGSI and RNAV  
glidepath not coincident.

CATEGORY	A	B	C	D
LPV DA		841- $\frac{3}{4}$	343 (400- $\frac{3}{4}$ )	
LNAV/ VNAV DA		978-1 $\frac{1}{4}$	480 (500-1 $\frac{1}{4}$ )	
LNAV MDA	1020- $\frac{3}{4}$	522 (600- $\frac{3}{4}$ )	1020-1 522 (600-1)	1020-1 $\frac{1}{4}$ 522 (600-1 $\frac{1}{4}$ )
CIRCLING	1120-1 616 (700-1)	1160-1 656 (700-1)	1200-2 696 (700-2)	1280-2 $\frac{1}{2}$ 776 (800-2 $\frac{1}{2}$ )

 NA Circling NA west of Rwy 15-33.			MISSED APPROACH: Climbing left turn to 3100 via heading 270° and UCA R-331 to EKHUZ/UCA 29 DME and hold.		
ATIS <b>118.7</b>	GRIFFISS APP CON <b>120.925 269.5</b>	GRIFFISS TOWER ★ <b>118.1 291.1</b>	GND CON <b>121.9 291.1</b>	CTAF <b>118.1</b> 	UNICOM <b>122.95</b>



NA

Circling NA west of Rwy 15-33.

ALSF-1

MISSED APPROACH: Climb to 1300, then climbing right turn to 3500 via heading 180° and UCA R-332 to UCA VORTAC and hold.

ATIS 118.7	GRIFFISS APP CON 120.925 269.5	GRIFFISS TOWER★ 118.1 291.1	GND CON 121.9 291.1	CTAF 118.1	UNICOM 122.95
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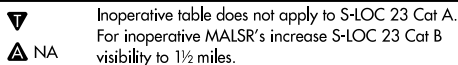
CATEGORY	A		B		C	D
	1240-1/2 741 (800-1/2)	1240-3/4 741 (800-3/4)	1240-1 3/4 741 (800-1 3/4)	1240-2 741 (800-2)	1240-1 3/4 741 (800-1 3/4)	1240-2 741 (800-2)
CIRCLING	1240-1 736 (800-1)	1240-1 1/4 736 (800-1 1/4)	1240-2 1/4 736 (800-2 1/4)	1260-2 1/2 756 (800-2 1/2)	1240-1 3/4 741 (800-1 3/4)	1240-2 741 (800-2)

NE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-SLK <b><u>108.9</u></b>	APP CRS <b>229°</b>	Rwy Idg TDZE Apt Elev	<b>6333</b> <b>1663</b> <b>1663</b>
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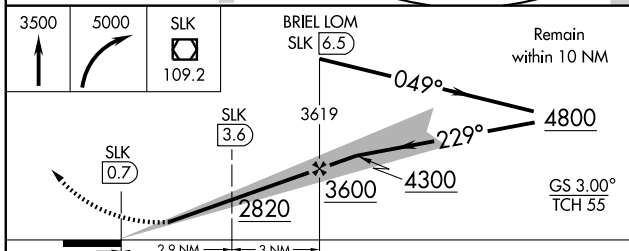
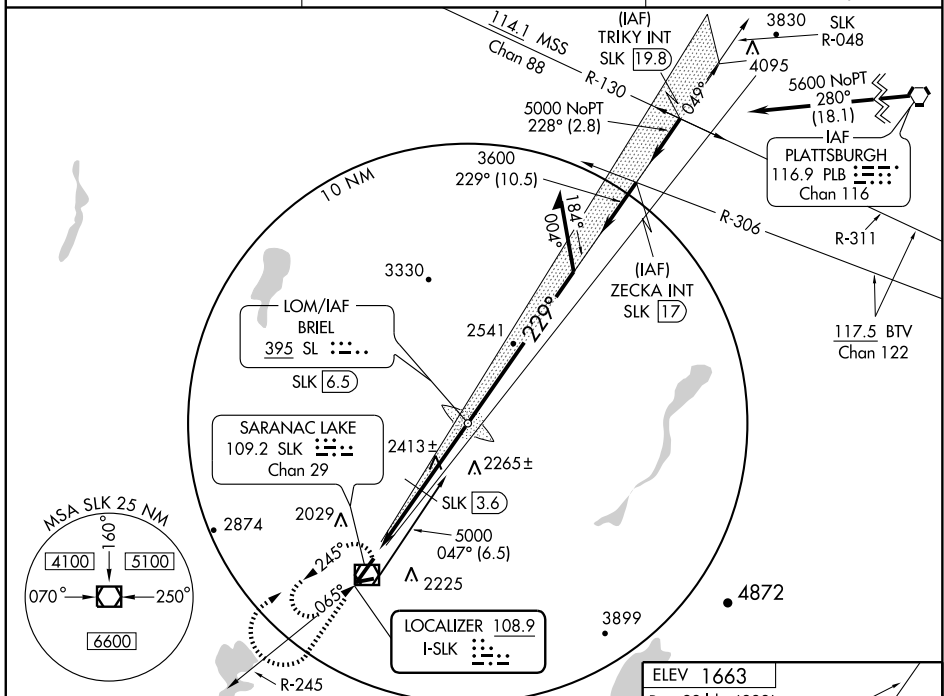
## ILS RWY 23

SARANAC LAKE / ADIRONDACK RGNL (SLK)

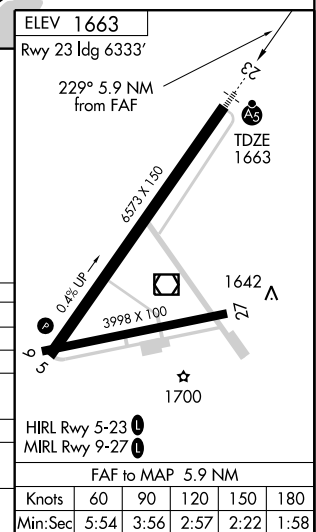


**MISSED APPROACH:** Climb to 3500, then climbing right turn to 5000 direct SLK VOR/DME and hold.

ASOS <b>124.175</b>	BOSTON CENTER <b>120.35 342.25</b>	UNICOM <b>123.0 (CTAF) 0</b>
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CATEGORY	A	B	C	D
S-ILS 23	1863-1/2 200 (200-1/2)			
S-LOC 23	2820-1 1/4 1157 (1200-1 1/4)	2820-2 1/2 1157 (1200-2 1/2)		
CIRCLING	2820-1 1/4 1157 (1200-1 1/4)	2820-1 1/2 1157 (1200-1 1/2)	2820-3 1157 (1200-3)	
DME MINIMUMS				
S-LOC 23	2260-1/2 597 (600-1/2)		2260-1 597 (600-1)	2260-1 1/4 597 (600-1 1/4)
CIRCLING	2700-1 1037 (1100-1)	2820-1 1/2 1157 (1200-1 1/2)	2820-3 1157 (1200-3)	



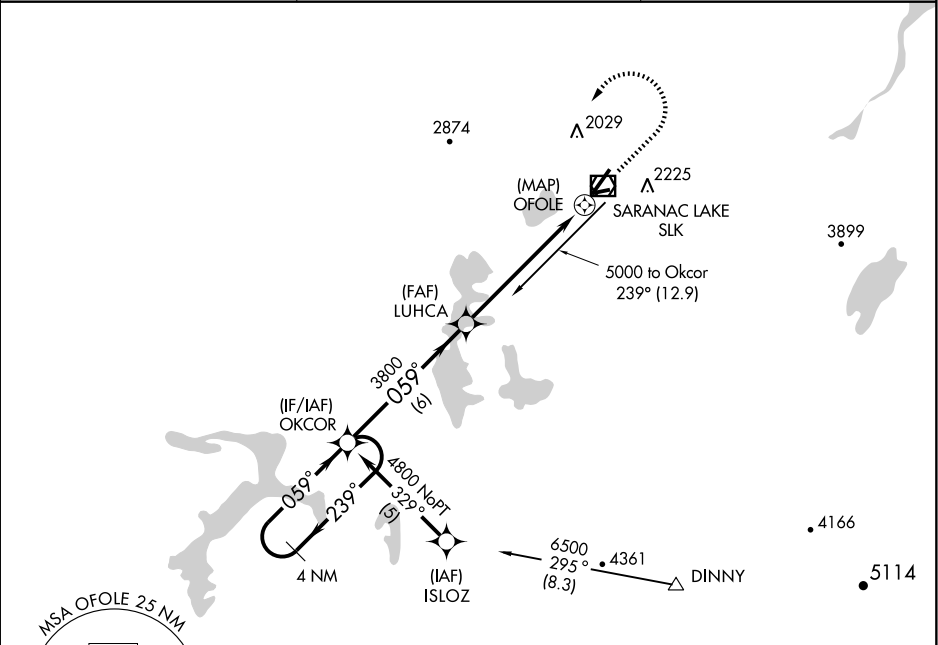


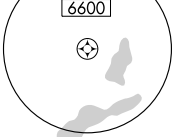
APP CRS	Rwy Idg	6573
059°	TDZE	1653
	Apt Elev	1663

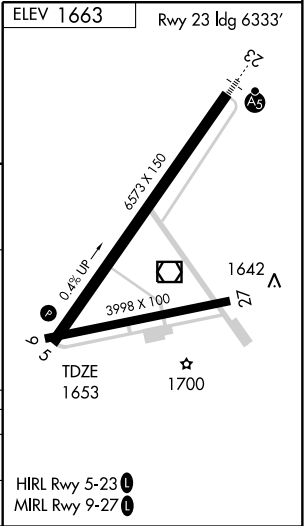
RNAV (GPS) RWY 5  
SARANAC LAKE / ADIRONDACK RGNL (SLK)

 <b>NA</b>	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3000, then climbing left turn to 5000 direct OKCOR WP and hold.
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ASOS 124.175	BOSTON CENTER 120.35 342.25	UNICOM 123.0 (CTAF) 
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4 NM Holding Pattern				
OKCOR LUHCA OFOLE				
4800 ← 239° 059° → 3800				
6 NM 3.06 TCH 50 6 NM 0.5				
CATEGORY	A	B	C	D
LNAV MDA	2340-1	687 (700-1)	2340-2	2340-2½
			687 (700-2)	687 (700-2½)
CIRCLING	2600-1¼	2720-1½	2720-3	1057 (1100-3)
	937 (1000-1¼)	1057 (1100-1½)		



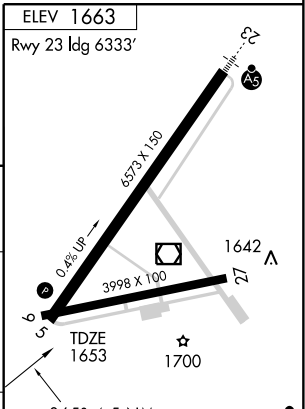
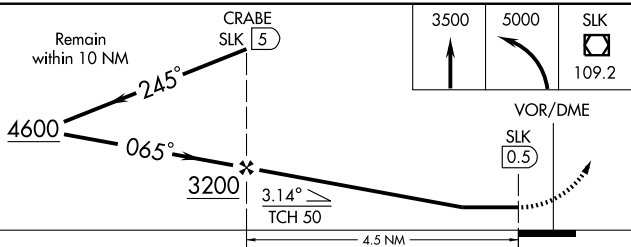
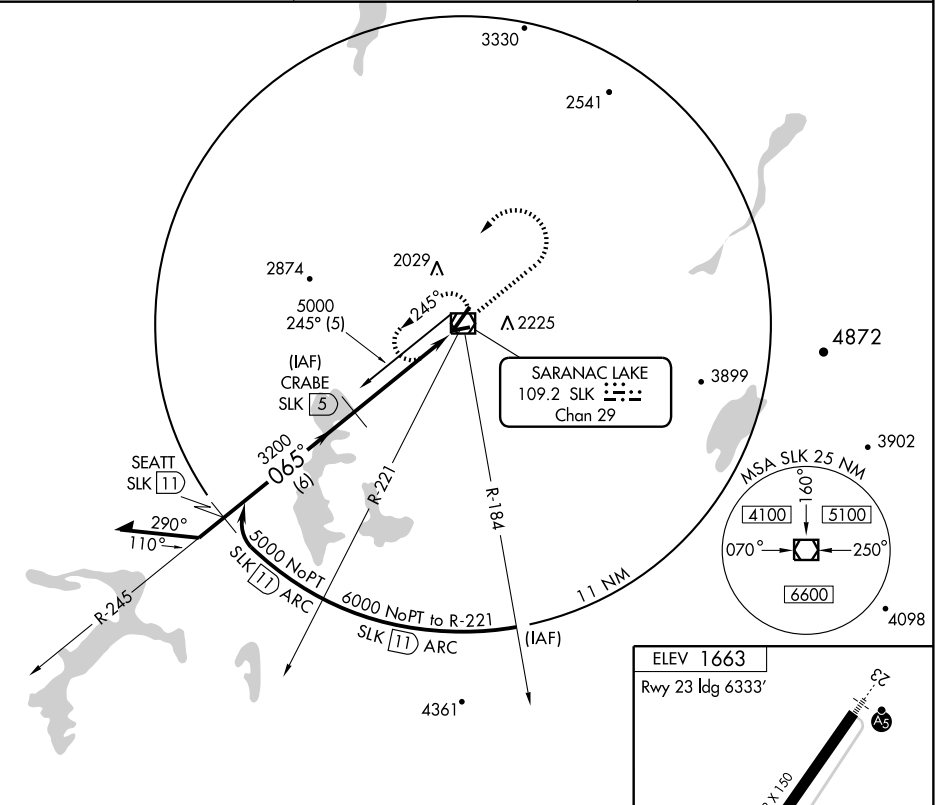
VOR/DME SLK	APP CRS	Rwy Idg	6573
109.2	065°	TDZE	1653
Chan 29		Apt Elev	1663

VOR/DME RWY 5

SARANAC LAKE / ADIRONDACK RGNL (SLK)

<div><div>▼</div><div>▲</div></div>	MISSED APPROACH: Climb to 3500, then climbing left turn to 5000 direct SLK VOR/DME and hold.
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ASOS 124.175	BOSTON CENTER 120.35 342.25	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-5	2460-1 807 (800-1)	2460-1¼ 807 (800-1¼)	2460-2¼ 807 (800-2¼)	2460-2½ 807 (800-2½)
CIRCLING	2600-1¼ 937 (1000-1¼)	2720-1½ 1057 (1100-1½)	2720-3	1057 (1100-3)

Knots	60	90	120	150	180
Min:Sec					

VOR/DME SLK <b>109.2</b> Chan <b>29</b>	APP CRS <b>083°</b>	Rwy Idg TDZE Apt Elev <b>3998</b> <b>1643</b> <b>1663</b>
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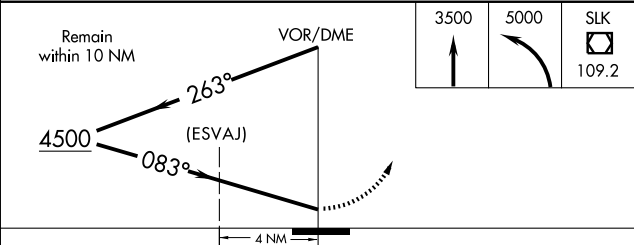
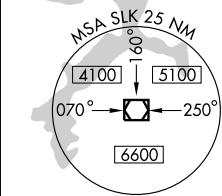
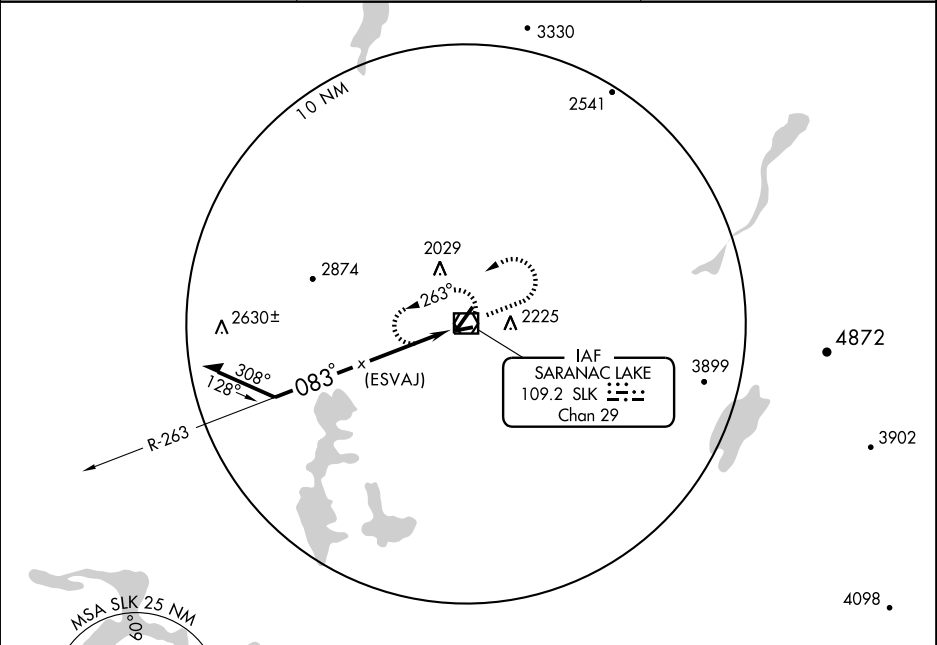
VOR or GPS RWY 9  
SARANAC LAKE / ADIRONDACK RGNL (SLK)

▼

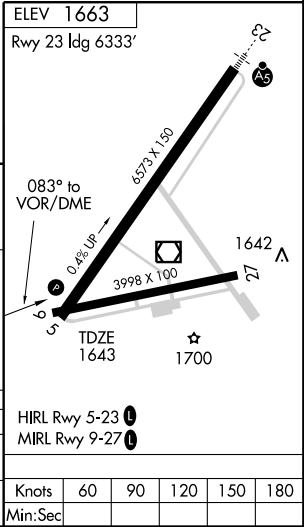
▲

MISSED APPROACH: Climb to 3500, then climbing left turn to 5000 direct SLK VOR/DME and hold.

ASOS <b>124.175</b>	BOSTON CENTER <b>120.35 342.25</b>	UNICOM <b>123.0</b> (CTAF) <b>1</b>
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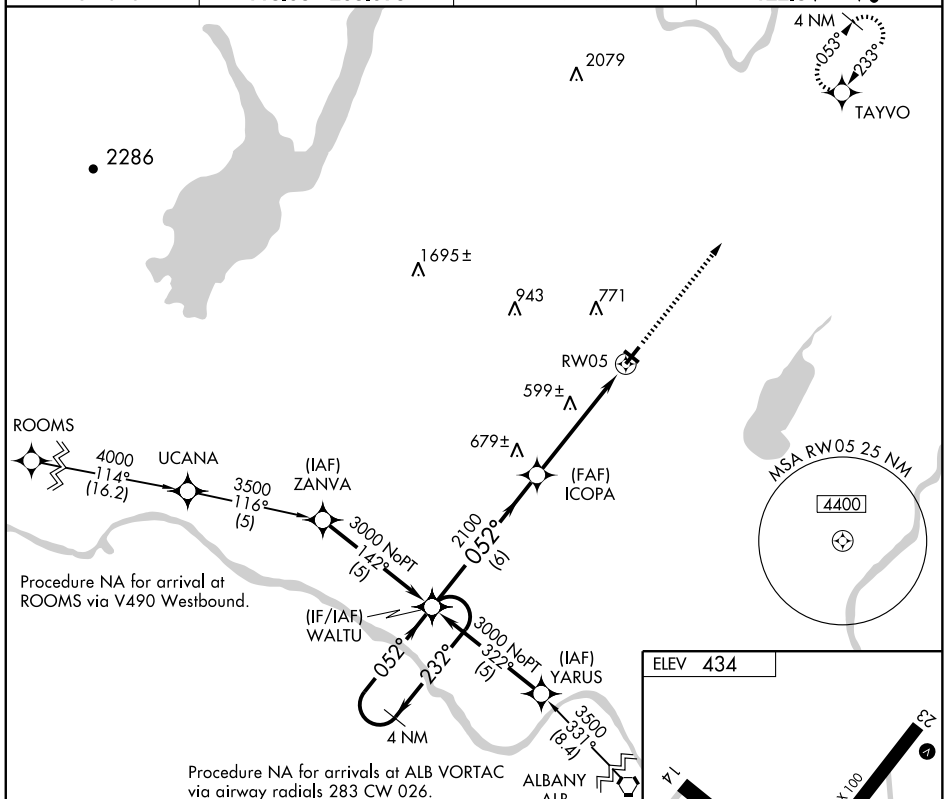


CATEGORY	A	B	C	D
S-9	3000-1¼ 1357 (1400-1¼)	3000-1½ 1357 (1400-1½)	3000-3	1357 (1400-3)
CIRCLING	3000-1¼ 1337 (1400-1¼)	3000-1½ 1337 (1400-1½)	3000-3	1337 (1400-3)

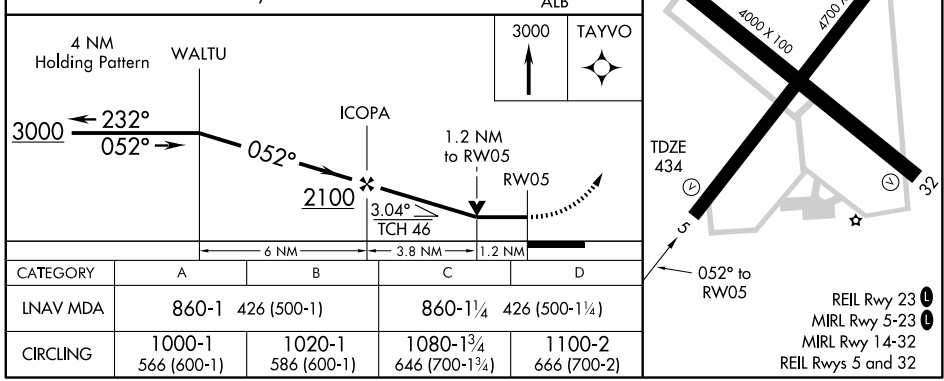


SARATOGA SPRINGS / SARATOGA COUNTY (5B2)

**MISSED APPROACH:** Climb to 3000 direct TAYVO and hold.

UNICOM  
122.8 (CTAF) **L**

NE-2. 17 DEC 2009 to 14 JAN 2010



WAAS CH <b>56611</b> <b>W23A</b>	APP CRS <b>233°</b>	Rwy Idg TDZE Apt Elev	<b>4700</b> <b>431</b> <b>434</b>
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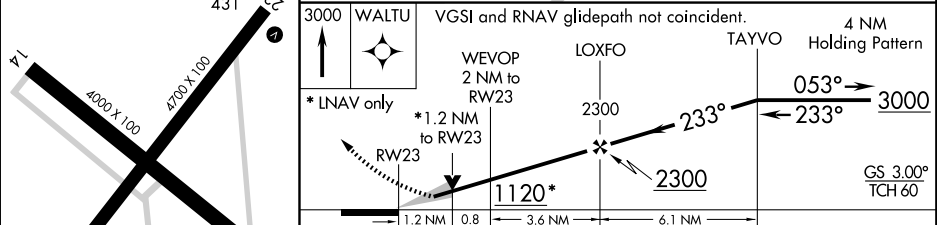
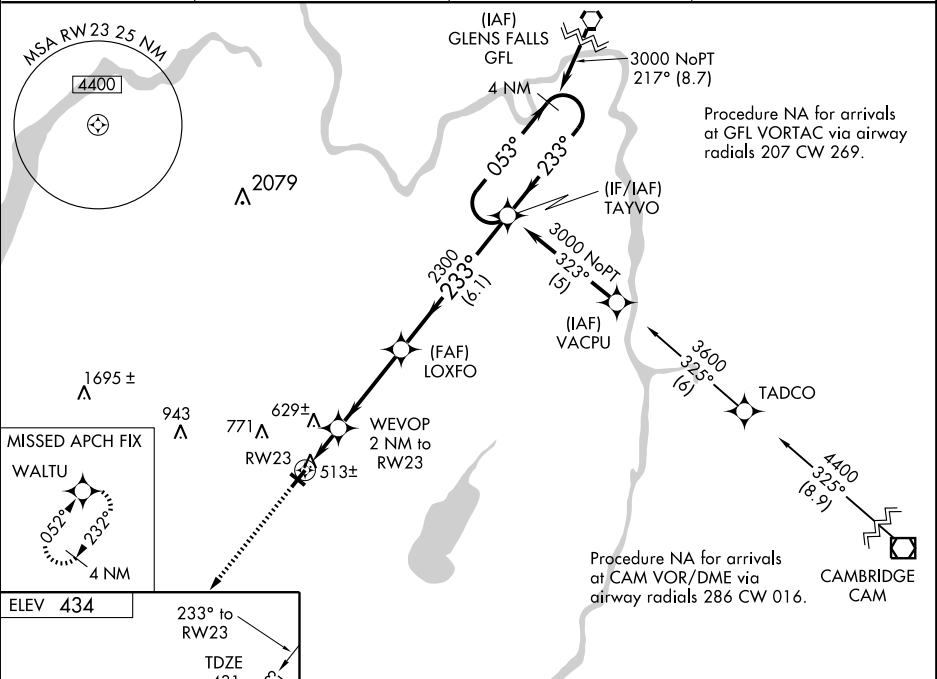
RNAV (GPS) RWY 23

SARATOGA SPRINGS / SARATOGA COUNTY (5B2)

Baro-VNAV NA when using Albany altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).  
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Albany altimeter setting and increase all DA 64 feet, and MDA 80 feet. Increase LPV and LNAV/VNAV all Cats visibility ¼ mile.  
Increase LNAV and Circling Cat. C visibility ¼ mile and Circling Cat. D visibility ½ mile.  
VDP NA when using Albany altimeter setting.

MISSED APPROACH: Climb to 3000 direct WALTU and hold.

AWOS-3 <b>132.025</b>	ALBANY APP CON <b>118.05 263.075</b>	CLNC DEL (GCO) <b>118.125</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	745-1 314 (400-1)			
LNAV/VNAV DA	1046-2¼ 615 (700-2¼)			
LNAV MDA	860-1 429 (500-1)		860-1½ 429 (500-1½)	860-1½ 429 (500-1½)
CIRCLING	1000-1 566 (600-1)	1020-1 586 (600-1)	1080-1¾ 646 (700-1¾)	1100-2 666 (700-2)

REIL Rwy 23 0  
MIRL Rwy 5-23 0  
MIRL Rwy 14-32  
REIL Rwy 5 and 32

VOR/DME CAM	APP CRS	Rwy Idg TDZE	N/A
115.0	113°	Apt Elev	N/A
Chan 97			434

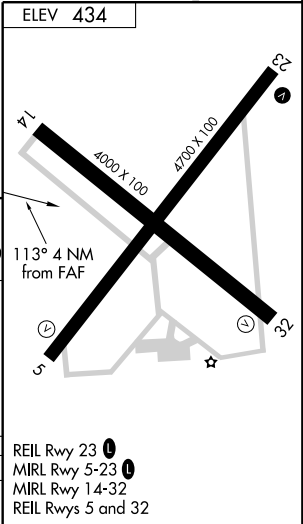
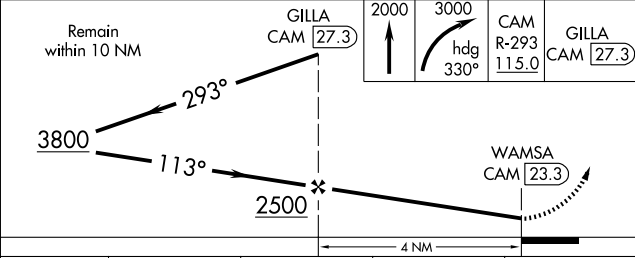
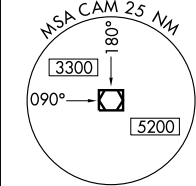
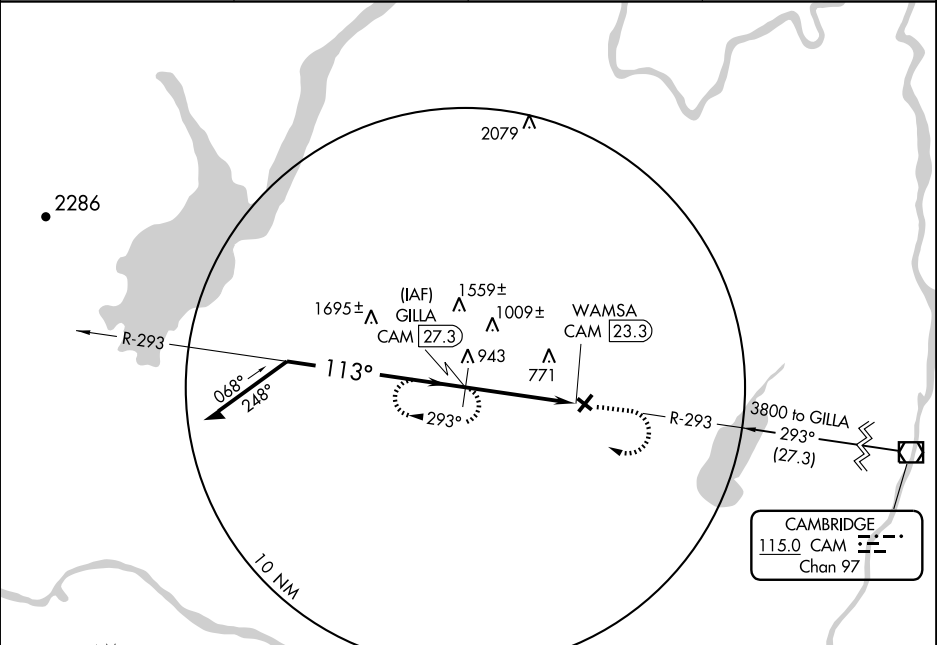
▼

▲ NA

When local altimeter setting not received use Albany altimeter setting and increase all MDA 80 feet, and Cat A, C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via heading 330° and CAM VOR/DME R-293 to GILLA/CAM 27.3 DME and hold.

AWOS-3 132.025	ALBANY APP CON 118.05 263.075	CINC DEL (GCO) 118.125	UNICOM 122.8 (CTAF) 0
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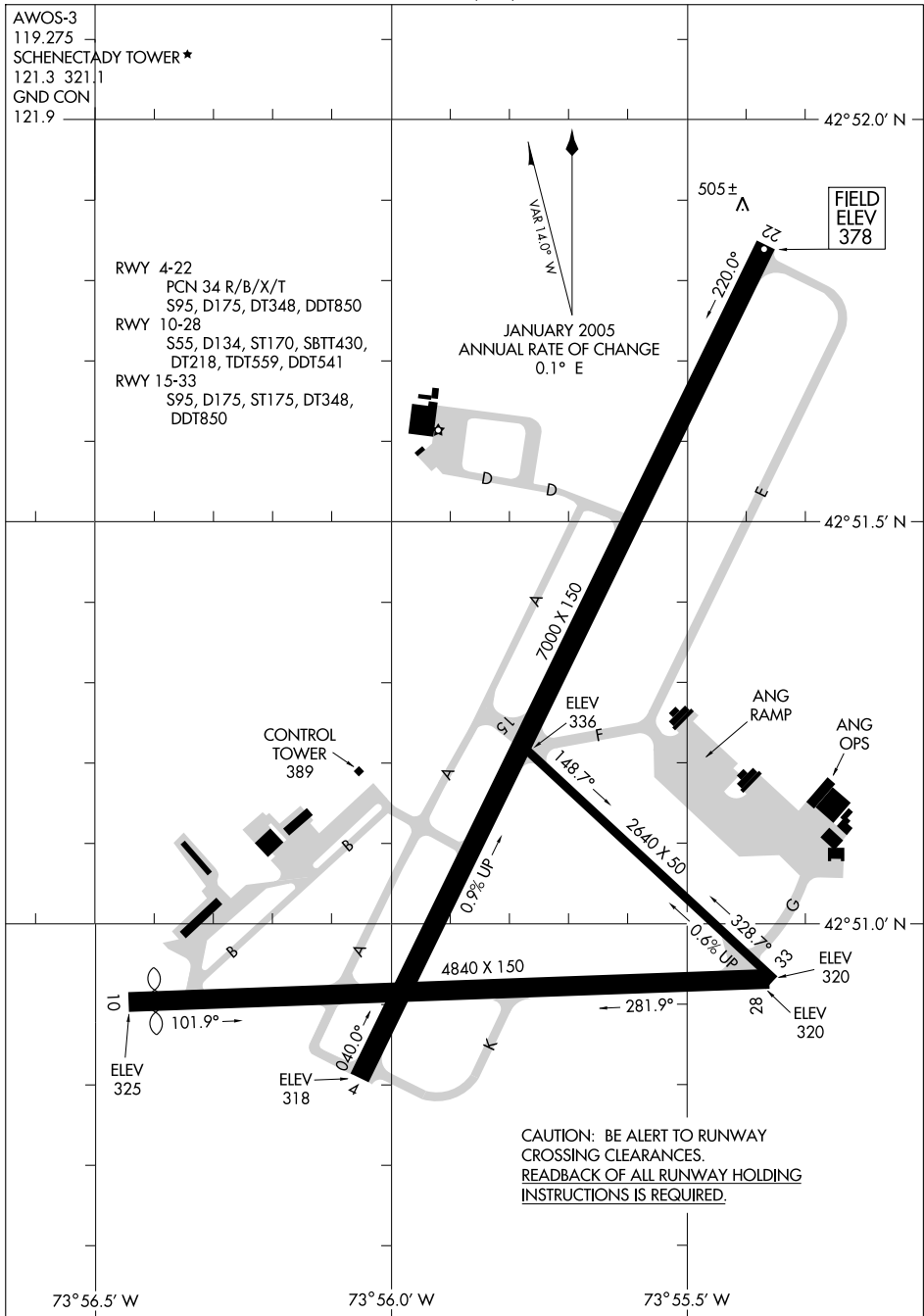
CATEGORY	A	B	C	D
CIRCLING	1260-1 826 (900-1)	1260-1¼ 826 (900-1¼)	1260-2½ 826 (900-2 ½)	1260-2¾ 826 (900-2¾)

REIL Rwy 23 0  
MIRL Rwy 5-23 0  
MIRL Rwy 14-32  
REIL Rwy 5 and 32

# AIRPORT DIAGRAM

AL-382 (FAA)

SCHENECTADY COUNTY (SCH)  
SCHENECTADY, NEW YORK



NE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	7000
226°	TDZE	378
	Apt Elev	378

## GPS RWY 22

SCHENECTADY COUNTY (SCH)



ANA

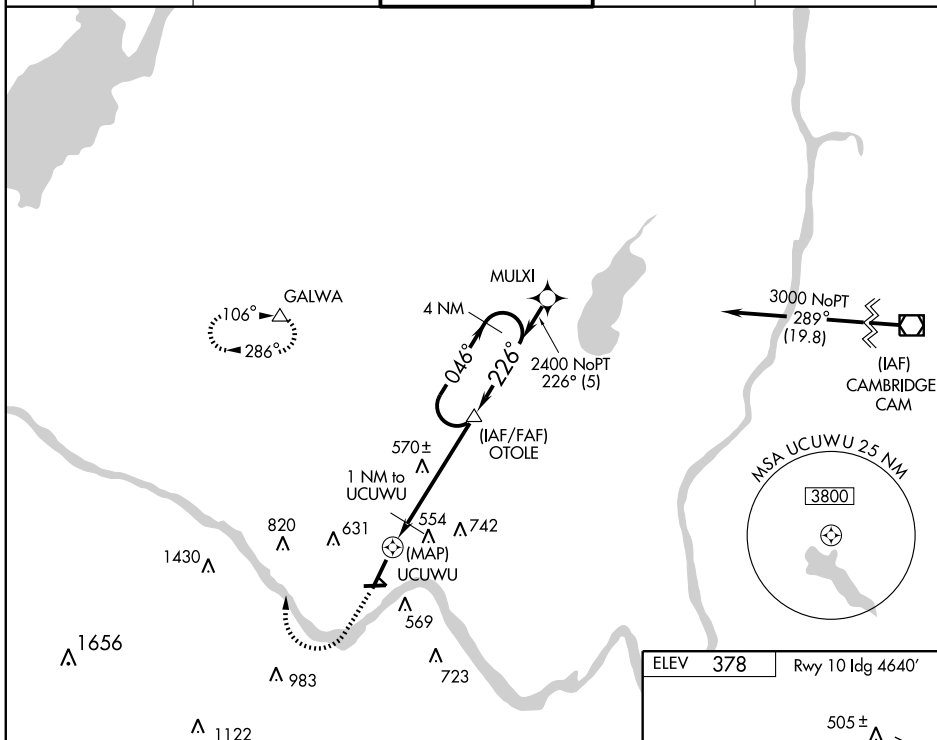
**MISSED APPROACH:** Climb to 1200, then climbing right turn to 4000 direct GALWA WP and hold.

AWOS-3  
119.275

ALBANY APP CON  
118.05 263.075

SCHENECTADY TOWER★  
121.3 (CTAF) **L** 321.1

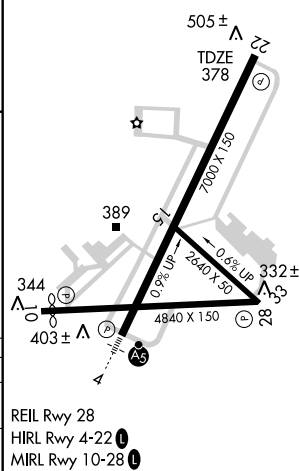
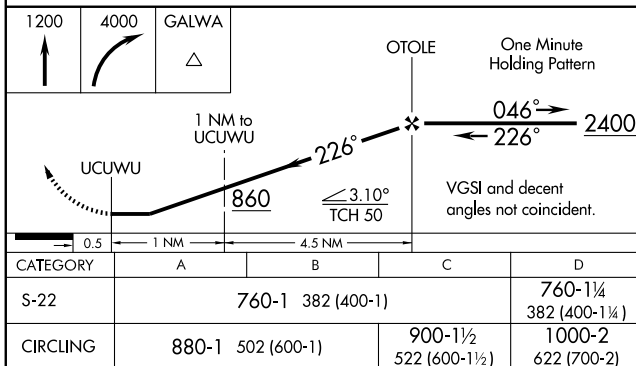
GND CON  
121.9

UNICOM  
122.975

NE-2. 17 DEC 2009 to 14 JAN 2010

ELEV	378	Rwy 10 Idg 4640'
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Rwy 10 Idg 4640'





APP CRS	Rwy Idg	<b>4840</b>
<b>282°</b>	TDZE	<b>323</b>
	Apt Elev	<b>378</b>

GPS RWY 28  
SCHENECTADY COUNTY (SCH)

**T**  
**A** NA

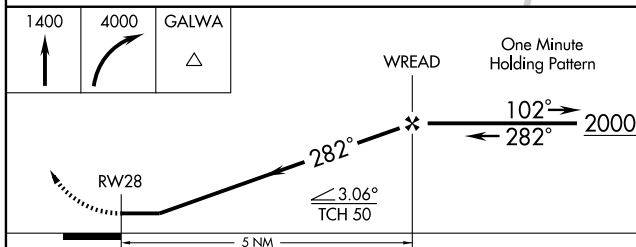
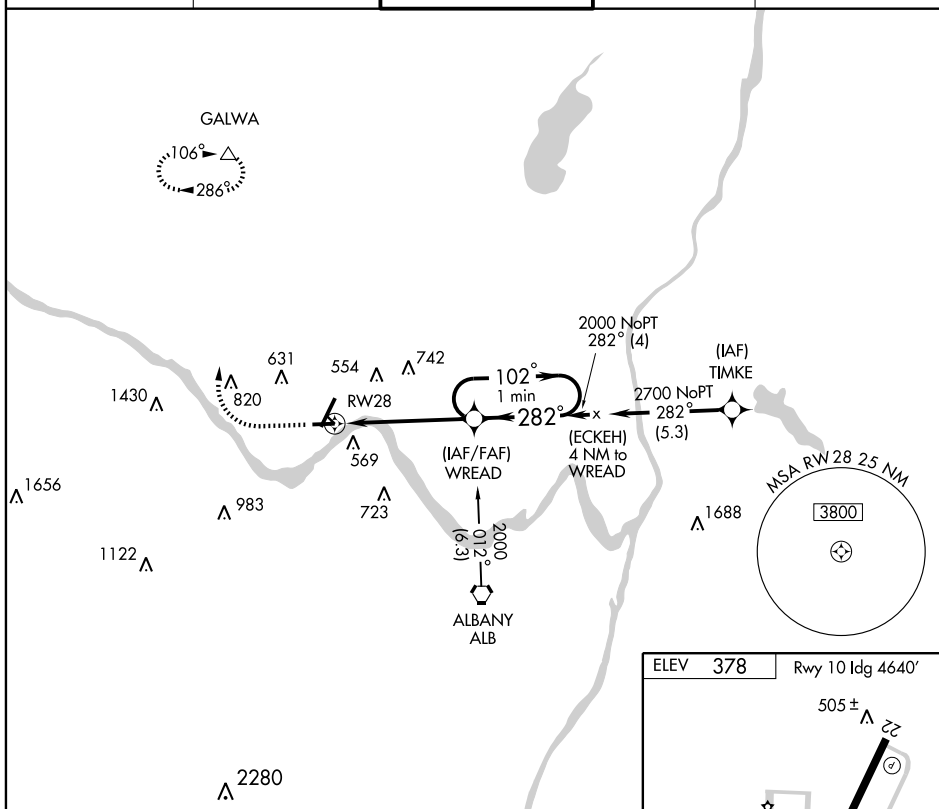
**MISSED APPROACH:** Climb to 1400, then climbing right turn to 4000 direct GALWA WP and hold.

AWOS-3  
119.275

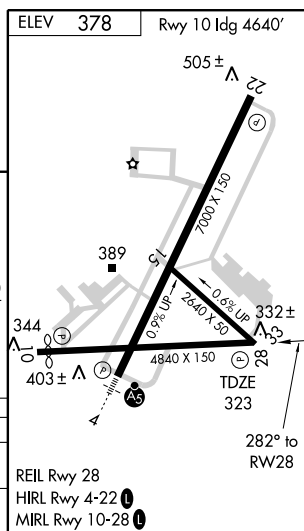
ALBANY APP CON  
118.05 263.075

SCHENECTADY TOWER★  
121.3 (CTAF) 321.1

GND CON  
**121.9**

UNICOM  
122.975

CATEGORY	A	B	C	D
S-28	780-1	457 (500-1)	780-1½ 457 (500-1½)	780-1½ 457 (500-1½)
CIRCLING	880-1	502 (600-1)	900-1½ 522 (600-1½)	1000-2 622 (700-2)



LOC I-SCH	APP CRS	Rwy Idg	7000
109.7	040°	TDZE	338
		Apt Elev	378

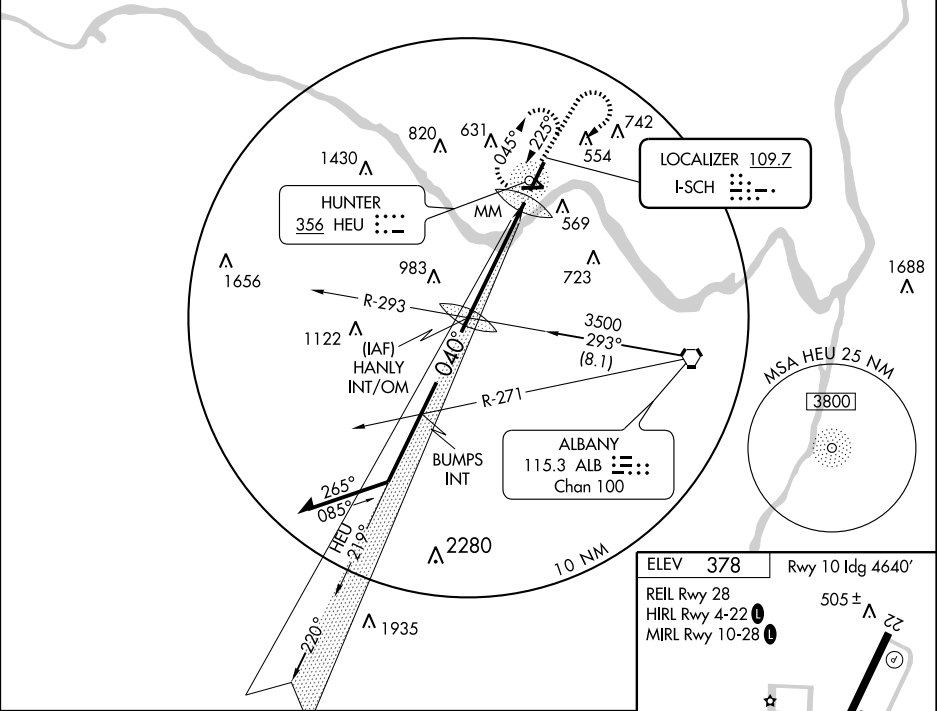
**T**  
**A** Inoperative table does not apply to S-LOC 4 CAT C.

**MALSR**  
**A5**

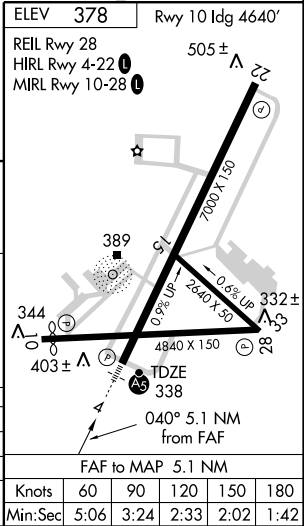
**MISSED APPROACH:** Climb to 1500 via 045° bearing from HEU NDB, then climbing right turn to 3700 direct HEU NDB and hold.

AWOS-3 119.275	ALBANY APP CON 118.05 263.075	SCHENECTADY TOWER* 121.3 (CTAF) 321.1	GND CON 121.9	UNICOM 122.975
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ADF REQUIRED



Remain within 10 NM				
HANLY INT/OM				
1500 3700 HEU				
045° BRG HEU NDB				
3500 2009 220° 040° 2000				
GS 3.00° TCH 55 3000 *LOC only				
3.8 NM 4.6 NM 0.5				
CATEGORY	A	B	C	D
S-ILS 4	555-¾ 217 (200-¾)			
S-LOC 4	740-¾	402 (400-¾)	740-1¼	402 (400-1¼)
CIRCLING	880-1	502 (600-1)	900-1½	1000-2
			522 (600-1½)	622 (700-2)

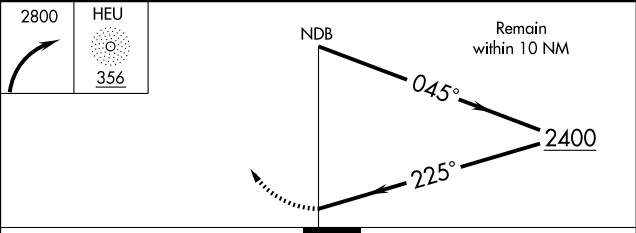
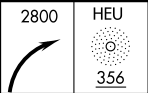
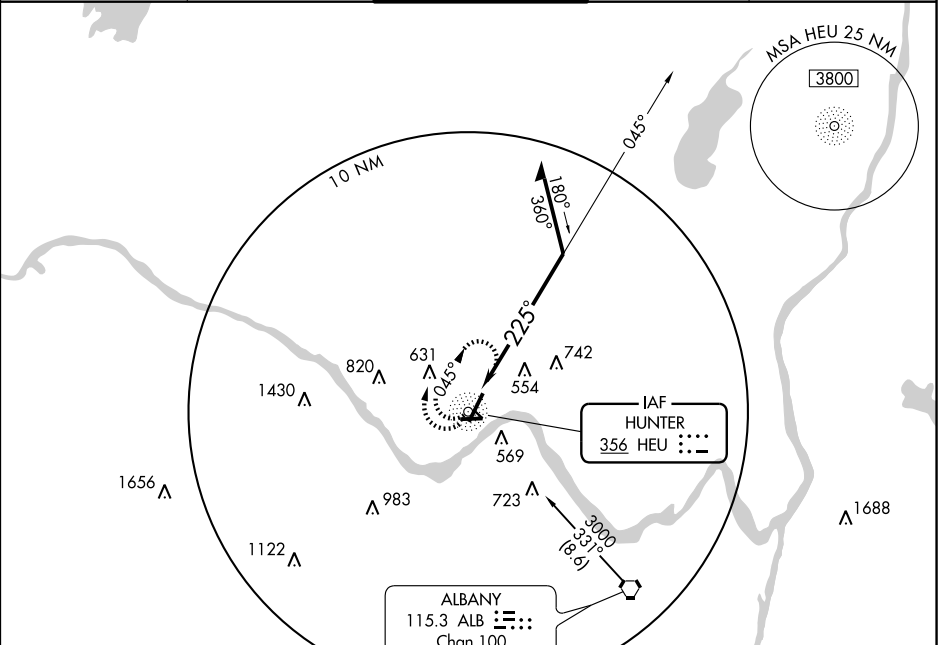


NDB HEU <b>356</b>	APP CRS <b>225°</b>	Rwy Idg TDZE Apt Elev	<b>7000</b> <b>378</b> <b>378</b>
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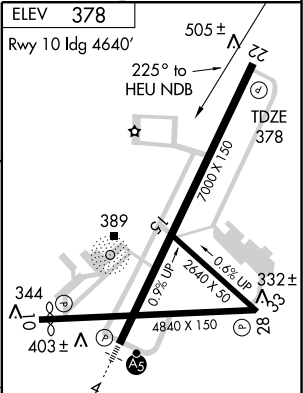
NDB RWY 22  
SCHENECTADY COUNTY (SCH)

	MISSED APPROACH: Climbing right turn to 2800 in HUNTER NDB holding pattern.
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AWOS-3 <b>119.275</b>	ALBANY APP CON <b>118.05 263.075</b>	SCHENECTADY TOWER★ <b>121.3 (CTAF) 0 321.1</b>	GND CON <b>121.9</b>	UNICOM <b>122.975</b>
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CATEGORY	A	B	C	D
S-22	980-1	602 (700-1)	980-1¾ 602 (700-1¾)	980-2 602 (700-2)
CIRCLING	980-1	602 (700-1)	980-1¾ 602 (700-1¾)	1000-2 622 (700-2)



REIL Rwy 28  
HIRL Rwy 4-22 0  
MIRL Rwy 10-28 0

APP CRS  
007°

Rwy Idg  
TDZE  
Apt Elev

3786  
492  
492

## RNAV (GPS) RWY 1

SENECA FALLS / FINGER LAKES RGNL (ØG7)

**T** Use Syracuse Hancock Intl altimeter setting.  
**A** NA GPS or RNP-0.3 required.  
 DME/DME RNP-0.3 NA.

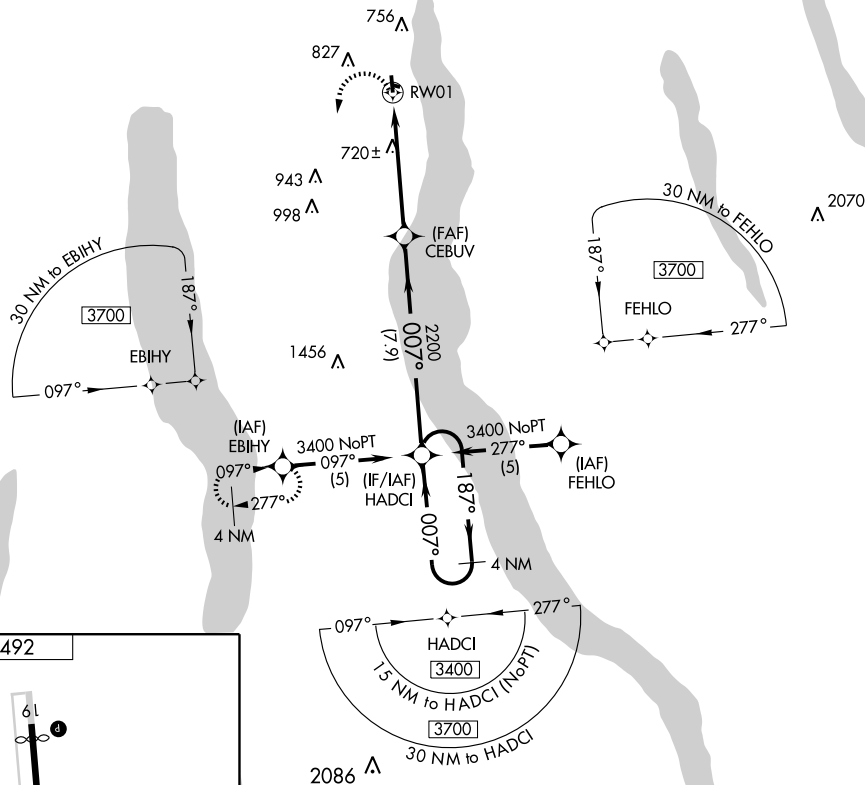
MISSED APPROACH: Climbing left turn to 3400 direct EBIHY WP and hold.

AWOS-3  
120.0

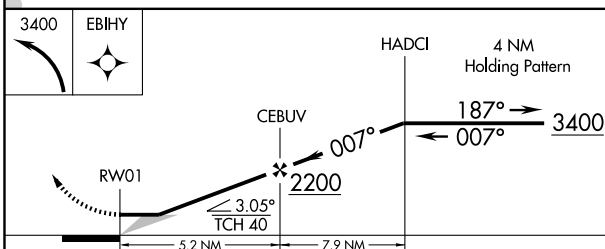
SYRACUSE APP CON  
126.125 269.125 (E-NE)

ROCHESTER APP CON  
119.55 269.6 (W-NW)

ELMIRA APP CON ★  
124.3 257.8 (SW-SE)

UNICOM  
122.8 (CTAF) **L**

NE-2: 17 DEC 2009 to 14 JAN 2010



CATEGORY	A	B	C	D
LNAB MDA	1060-1	568 (600-1)		NA
CIRCLING	1080-1	588 (600-1)		NA

LOC I-HWV	APP CRS	Rwy Idg	4200
<u>108.95</u>	<u>059°</u>	TDZE	81
		Apt Elev	82

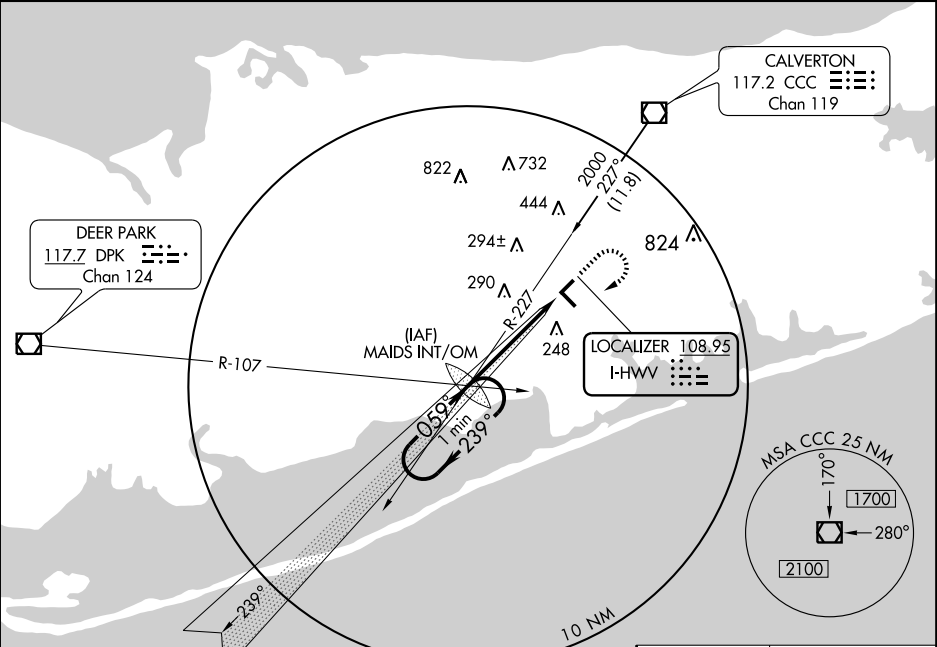
ILS RWY 6  
SHIRLEY / BROOKHAVEN (HWV)

**▼** Use Long Island MacArthur altimeter setting.  
**▲ NA** ILS unusable from MM inbound.

**MALSR**  
**▲**

**MISSED APPROACH:** Climb to 600, then climbing right turn to 2000 via heading 270° and CCC VOR/DME R-227 to MAIDS Int and hold.

ASOS <b>119.625</b>	NEW YORK APP CON <b>118.0 343.75</b>	CLNC DEL <b>133.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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**One Minute Holding Pattern**

MAIDS INT/OM

2000 ← 239°

059° →

GS 3.00° TCH 47

1700

1624

4.6 NM

600

2000

HDG 270° CCC R-227 117.2

MAIDS INT

**ELEV 82**

4200 X 100

0.3% DOWN

4222 X 150

136±

059° 4.7 NM from FAF

TDZE 81

REIL Rwy 6, 15, 24, and 33

MIRL Rwy 6-24 and 15-33

CATEGORY	A	B	C	D
S-ILS 6	309-½	228 (300-½)		NA
S-LOC 6	560-½	479 (500-½)		NA
CIRCLING	600-1	518 (600-1)		NA

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

RNAV (GPS) RWY 6  
SHIRLEY / BROOKHAVEN (HWY)

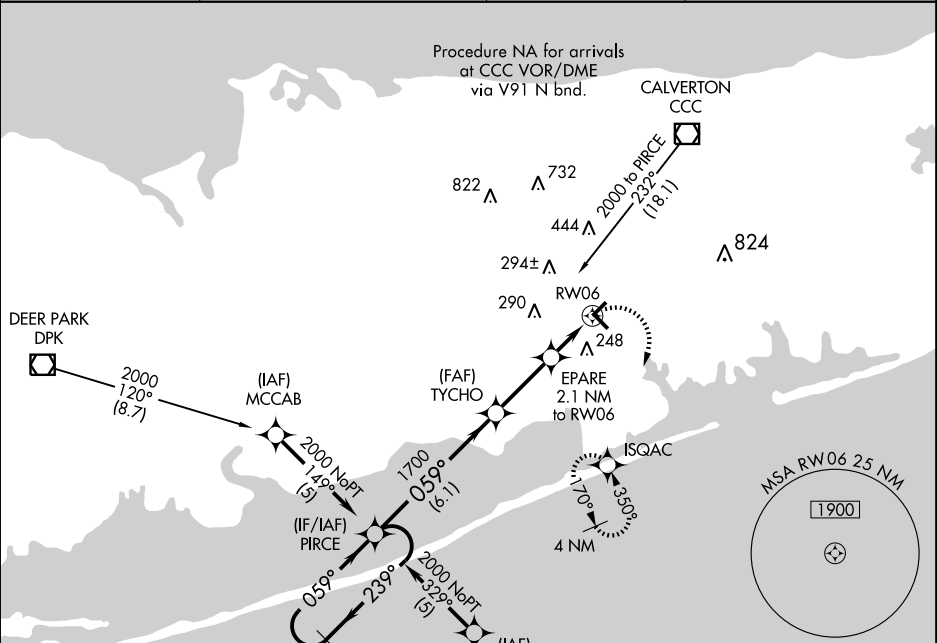
APP CRS	Rwy Idg	4200
059°	TDZE	77
	Apt Elev	81

If local altimeter setting not received, use Islip altimeter setting and increase all MDAs 40 feet.  
DME/DME RNP-0.3 NA.

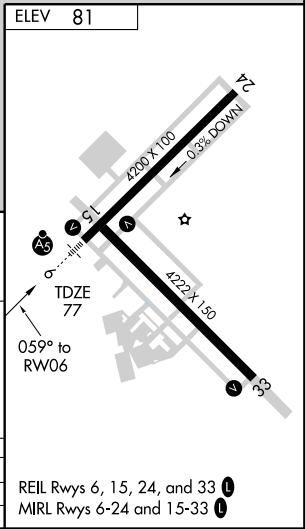
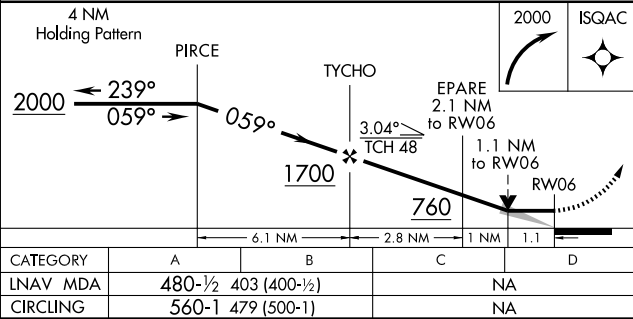


MISSED APPROACH: Climbing right turn to 2000 direct ISQAC and hold.

ASOS 119.625	NEW YORK APP CON 118.0 343.75	CLNC DEL 133.2	UNICOM 122.8 (CTAF) 0
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Radar required for arrivals at DUDDA.



WAAS CH <b>90402</b> <b>W15A</b>	APP CRS <b>149°</b>	Rwy Idg <b>4222</b> TDZE <b>70</b> Apt Elev <b>81</b>
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▼

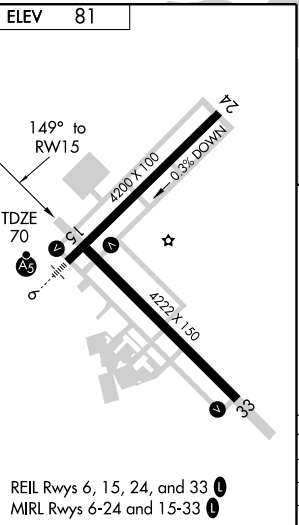
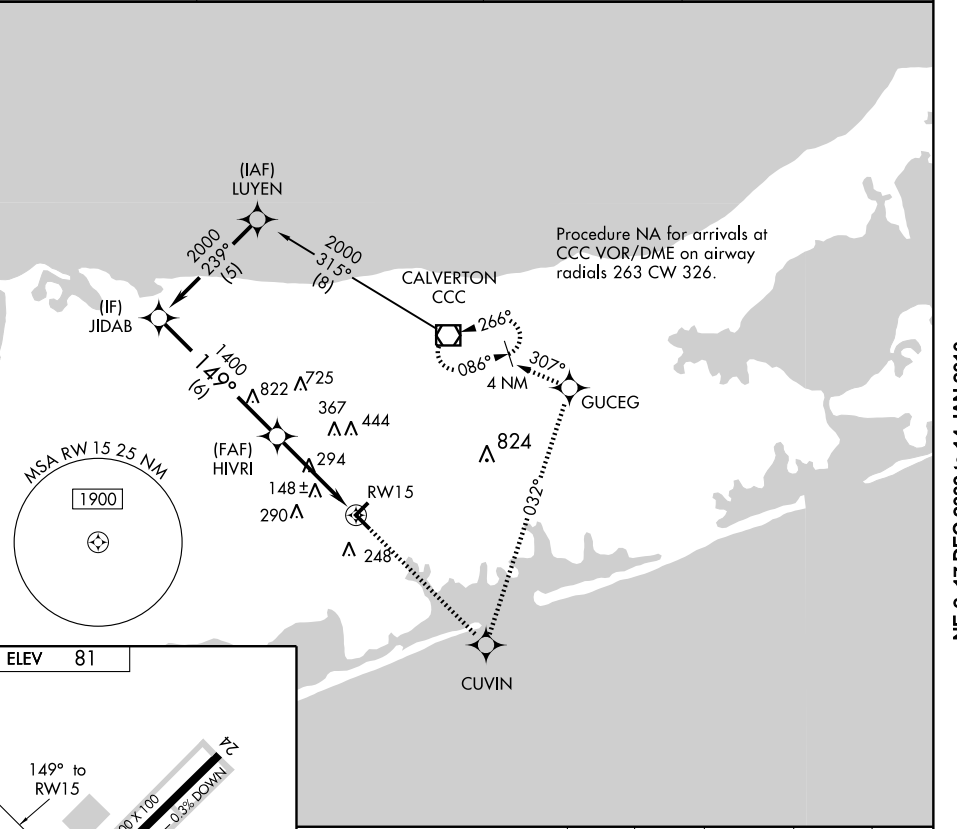
▲

W

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Islip altimeter setting and increase LPV DA to 420 and all MDAs 40 feet. VDP NA when using Islip altimeter setting.

MISSED APPROACH: Climb to 2000 direct CUVIN and left turn via 032° track to GUCEG and 307° track to CCC VOR/DME and hold.

ASOS <b>119.625</b>	NEW YORK APP CON <b>118.0 343.75</b>	CLNC DEL <b>133.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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Procedure

Turn

NA

JIDAB

2000

149°

HIVRI

1400

\* 1.4 NM to RW15

\* LNAV only.

6 NM

2.6 NM

1.4

RW15

2000

CUVIN

GUCEG

CCC

TRK 032°

TRK 307°

CATEGORY	A	B	C	D
LPV DA	392-1¼	322 (400-1¼)	NA	NA
LNAV MDA	560-1	490 (500-1)	NA	NA
CIRCLING	560-1	479 (500-1)	NA	NA

NE-2, 17 DEC 2009 to 14 JAN 2010

WAAS CH <b>40412</b> <b>W33A</b>	APP CRS <b>329°</b>	Rwy Idg <b>4222</b> TDZE <b>67</b> Apt Elev <b>81</b>
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## RNAV (GPS) RWY 33

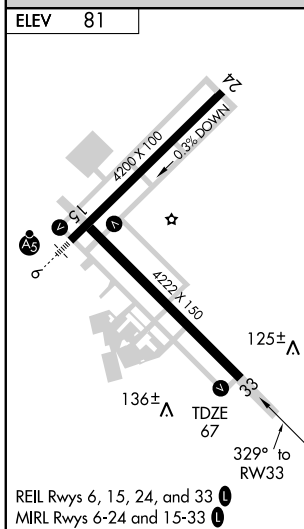
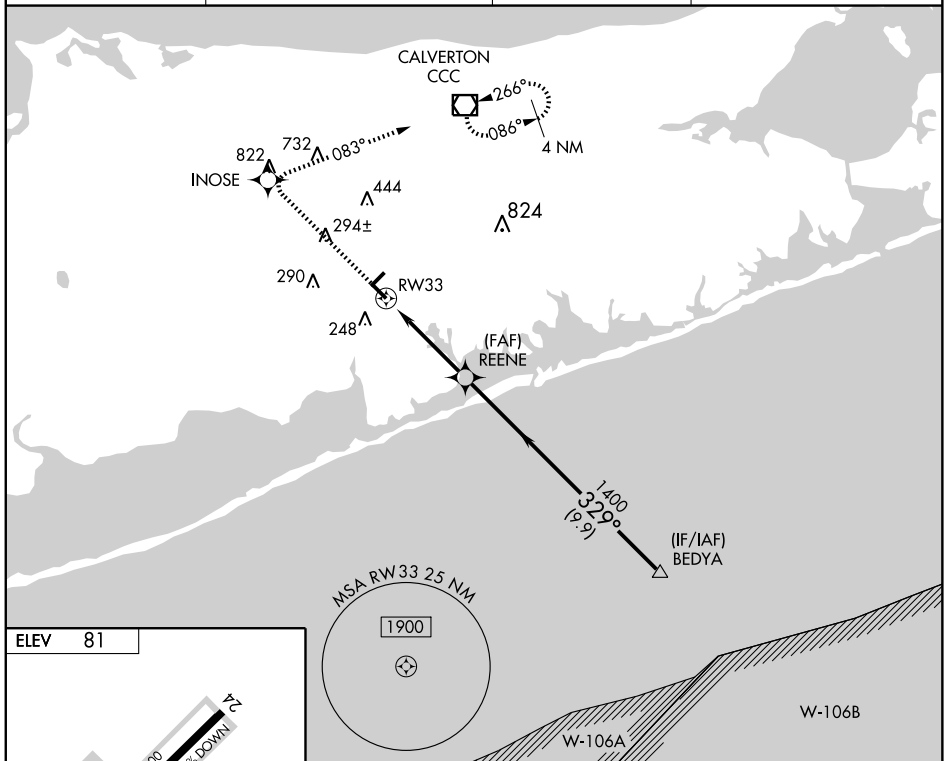
SHIRLEY / BROOKHAVEN (HWV)

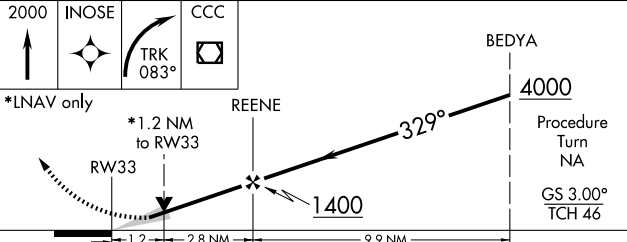


Baro-VNAV NA when using Islip altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Islip altimeter setting and increase all DA 28 feet and all MDA 40 feet, and increase LNAV/VNAV all Cats visibility ¼ mile. VDP NA when using Islip altimeter setting.

**MISSED APPROACH:**  
Climb to 2000 direct INOSE  
and right turn via track 083°  
to CCC VOR/DME and hold.

ASOS	NEW YORK	APP CON	CLNC DEL	UNICOM
119.625	118.0	343.75	133.2	122.8 (CTAF) 0



2000 ↑	INOSE ✦	TRK 083° ↗	CCC ◻				
*LNAV only				REENE	BEDYA		
RW33				1.2	2.8 NM	9.9 NM	
*1.2 NM to RW33				1400	329°		
				Procedure Turn NA GS 3.00° TCH 46			
CATEGORY		A	B	C	D		
LPV DA	346-1	279 (300-1)		NA			
LNAV/VNAV DA	449-1¼	382 (400-1¼)		NA			
LNAV MDA	500-1	433 (500-1)		NA			
CIRCLING	560-1	479 (500-1)		NA			



APP CRS	Rwy Idg	4200
239°	TDZE	81
	Apt Elev	81

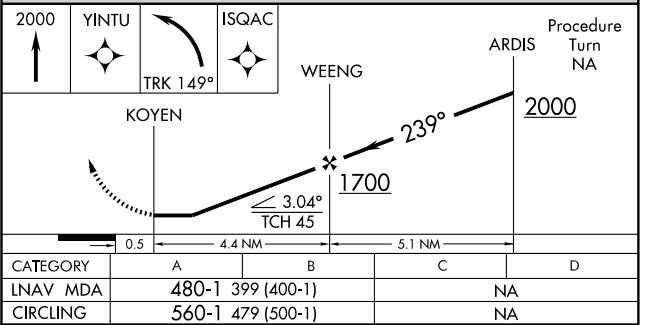
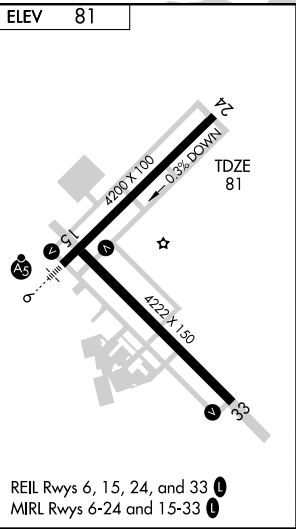
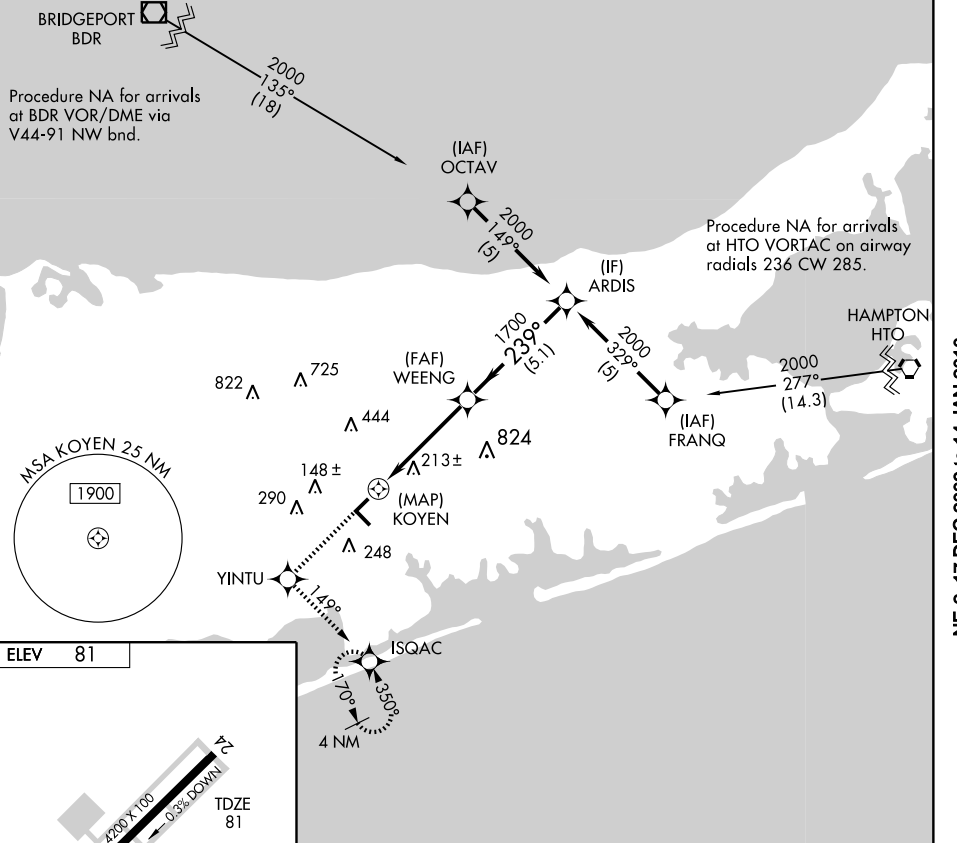
▼

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Islip altimeter setting and increase all MDAs 40 feet.

▲

MISSED APPROACH: Climb to 2000 direct YINTU and left turn via 149° track to ISQAC and hold, continue climb-in-hold to 2000.

ASOS 119.625	NEW YORK APP CON 118.0 343.75	CLNC DEL 133.2	UNICOM 122.8 (CTAF) 0
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NE-2, 17 DEC 2009 to 14 JAN 2010

⚠

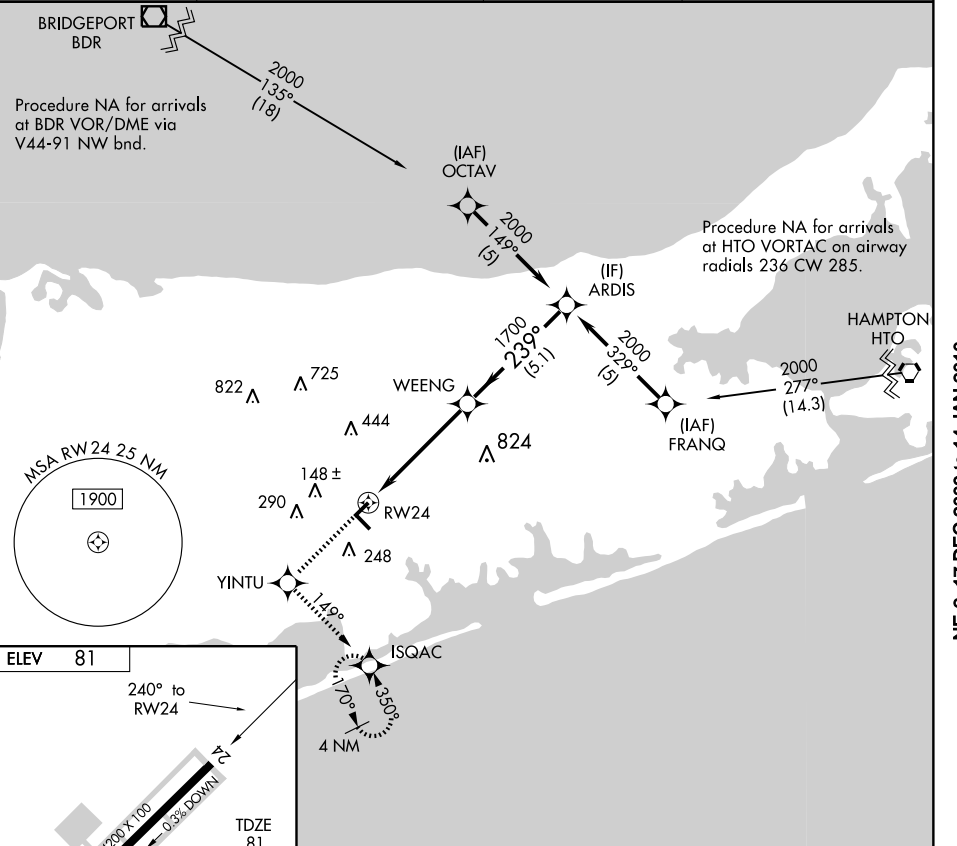
⚠

⚠

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Islip altimeter setting and increase LPV DA to 378, and all MDAs 40 feet.

MISSED APPROACH: Climb to 2000 direct YINTU and left turn via 149° track to ISQAC and hold, continue climb-in-hold to 2000.

ASOS 119.625	NEW YORK APP CON 118.0 343.75	CLNC DEL 133.2	UNICOM 122.8 (CTAF) 0
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2000

↑

YINTU

✧

ISQAC

✧

TRK 149°

WEENG

↖

1700

ARDIS

↖

2000

GS 3.00°

TCH 45

RW24

↖

4.9 NM

5.1 NM

CATEGORY	A	B	C	D
LPV DA	350-1	269 (300-1)	NA	
CIRCLING	560-1	479 (500-1)	NA	

REIL Rwy 6, 15, 24, and 33 0

MIRL Rwy 6-24 and 15-33 0

NE-2, 17 DEC 2009 to 14 JAN 2010

VOR RWY 6

SHIRLEY / BROOKHAVEN (HWV)

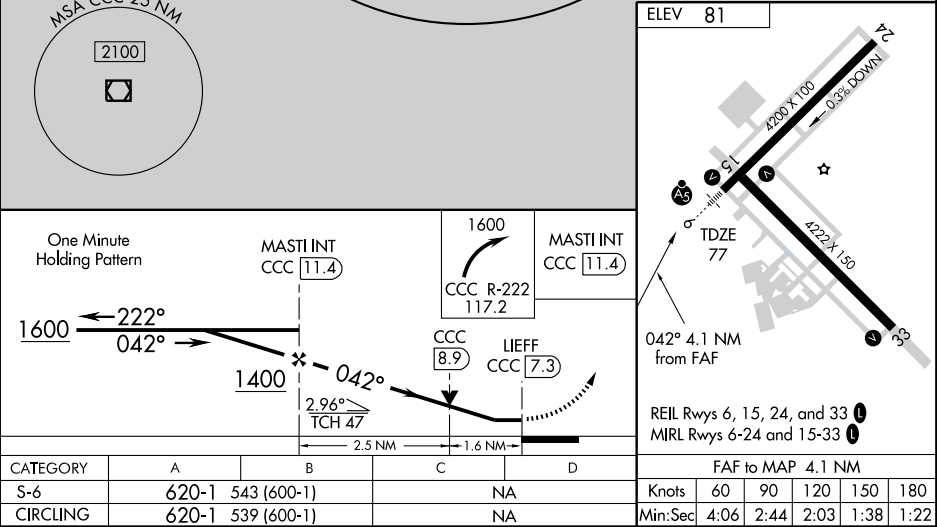
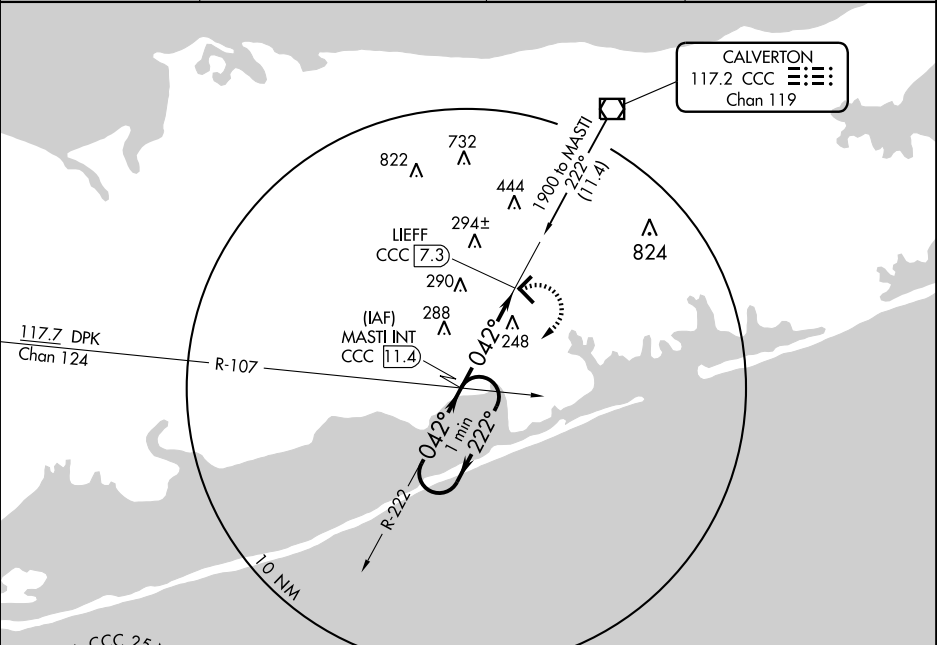
VOR/DME CCC	APP CRS	Rwy Idg	4200
117.2	042°	TDZE	77
Chan 119		Apt Elev	81

**▼** Inoperative table does not apply.  
**▲** When local altimeter setting not received, use Islip altimeter setting and increase all MDAs 40 feet.



**MISSED APPROACH:** Climbing right turn to 1600 via CCC VOR/DME R-222 to MASTI Int/11.4 DME and hold.

ASOS 119.625	NEW YORK APP CON 118.0 343.75	CLNC DEL 133.2	UNICOM 122.8 (CTAF) <b>0</b>
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▼

▲ NA

When local altimeter setting not received, use Binghamton altimeter setting and increase all MDAs 140 feet.

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3300 via 071° course to ODEBY WP and hold.

BOSTON CENTER	UNICOM	AWOS-3
133.25 279.5	122.8 (CTAF) 0	118.275

ELEV 1027

3300

ODEBY

CRS 071°

INADY

LOTMY

RW07

Procedure Turn NA

071°

2700

3.02° TCH 40

5 NM

5.1 NM

TDZE 1027

4204 x 75

071° to RW07

1184

CATEGORY	A	B	C	D
LNAV MDA	2040-1¼ 1013 (1100-1¼)	2040-1½ 1013 (1100-1½)	2040-3 1013 (1100-3)	NA
CIRCLING	2120-1¼ 1093 (1100-1¼)	2140-1½ 1113 (1200-1½)	2180-3 1153 (1200-3)	NA

REIL Rwys 7 and 25 0

MIRL Rwy 7-25 0

NE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS  
**251°**

Rwy Idg  
TDZE  
Apt Elev  
**4204**  
**1027**  
**1027**

**RNAV (GPS) RWY 25**

SIDNEY MUNI (N23)

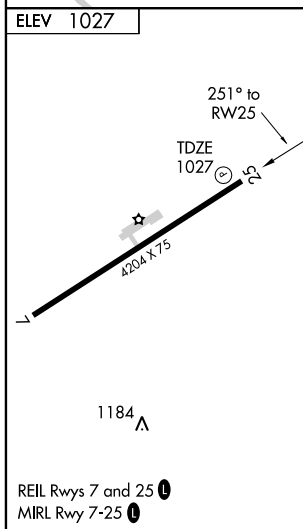
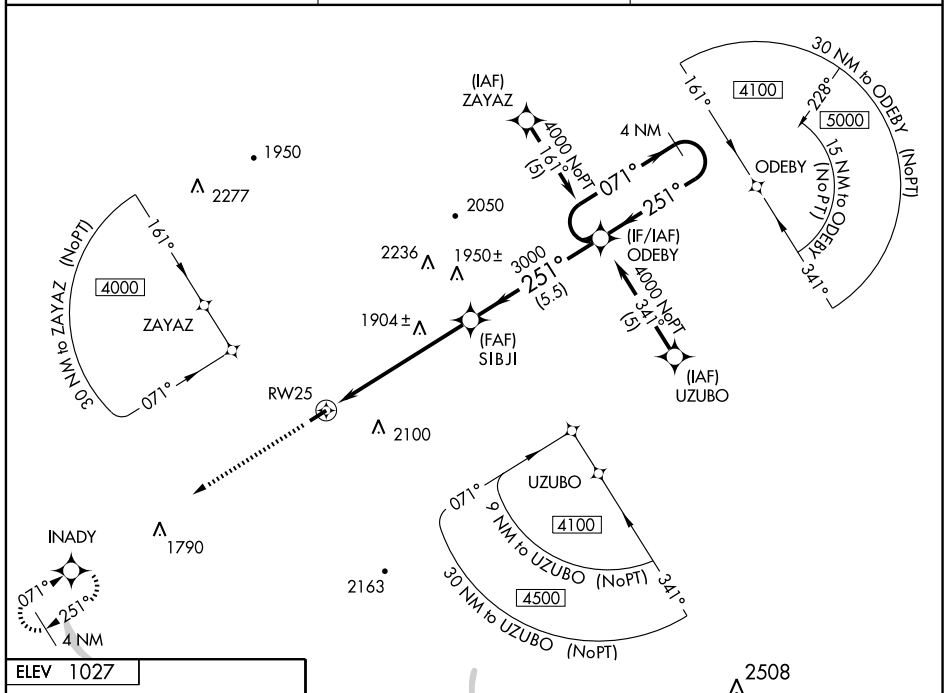
Obtain local altimeter setting on CTAF; when not received, use  
Binghamton altimeter setting and increase all MDAs 140 feet.  
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to  
3300 direct INADY WP and hold.

BOSTON CENTER  
**133.25 279.5**

UNICOM  
**122.8 (CTAF) 0**

AWOS-3  
**118.275**



3300

↑

INADY

✦

ODEBY

4 NM Holding Pattern

071° →

← 251°

4000

SIBJI

251°

3000

2.99°

TCH 42

RW25

6.1 NM

5.5 NM

CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/ DA VNAV	NA			
LNAV MDA	2320-1¼ 1293 (1300-1¼)	2320-1½ 1293 (1300-1½)	2320-3 1293 (1300-3)	NA
CIRCLING	2320-1¼ 1293 (1300-1¼)	2320-1½ 1293 (1300-1½)	2320-3 1293 (1300-3)	NA

VOR/DME RKA <b>112.6</b> Chan <b>73</b>	APP CRS <b>228°</b>	Rwy Idg <b>4204</b> TDZE <b>1027</b> Apt Elev <b>1027</b>
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VOR RWY 25  
SIDNEY MUNI (N23)

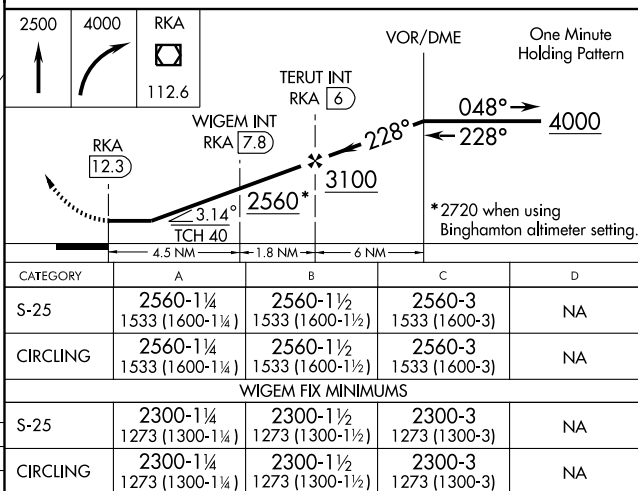
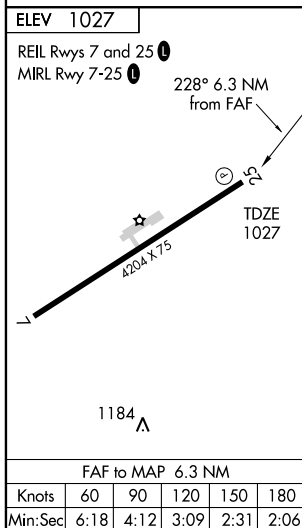
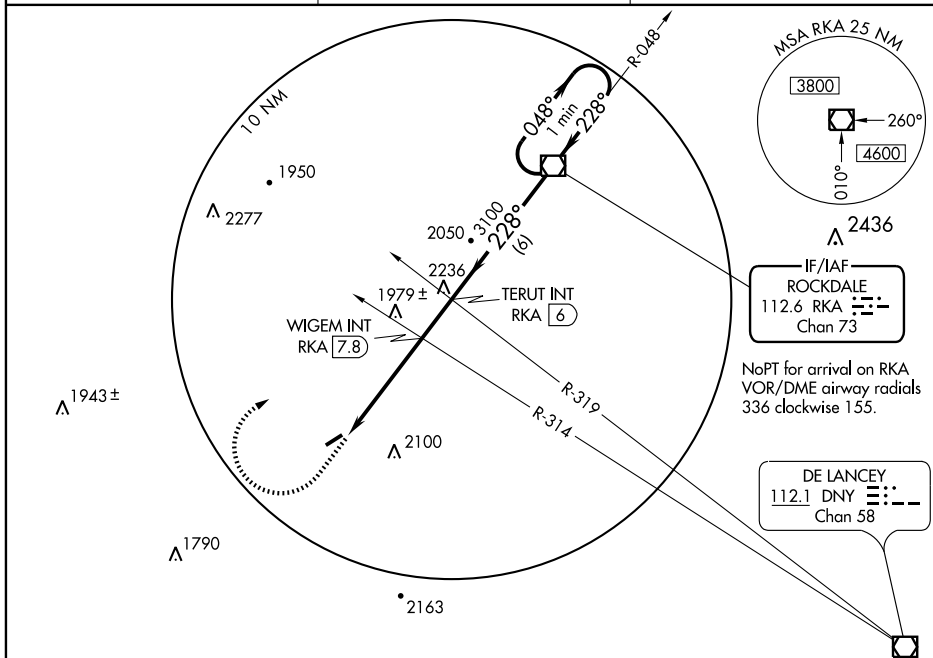
<b>T</b>	Visibility reduction by helicopters NA.
<b>A</b> NA	When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 160 feet.

**MISSED APPROACH:** Climb to 2500 then climbing right turn to 4000 direct RKA VOR/DME and hold.

BOSTON CENTER  
133.25 279.5

UNICOM  
122.8 (CTAF) **L**

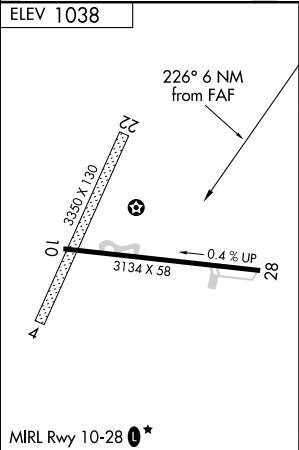
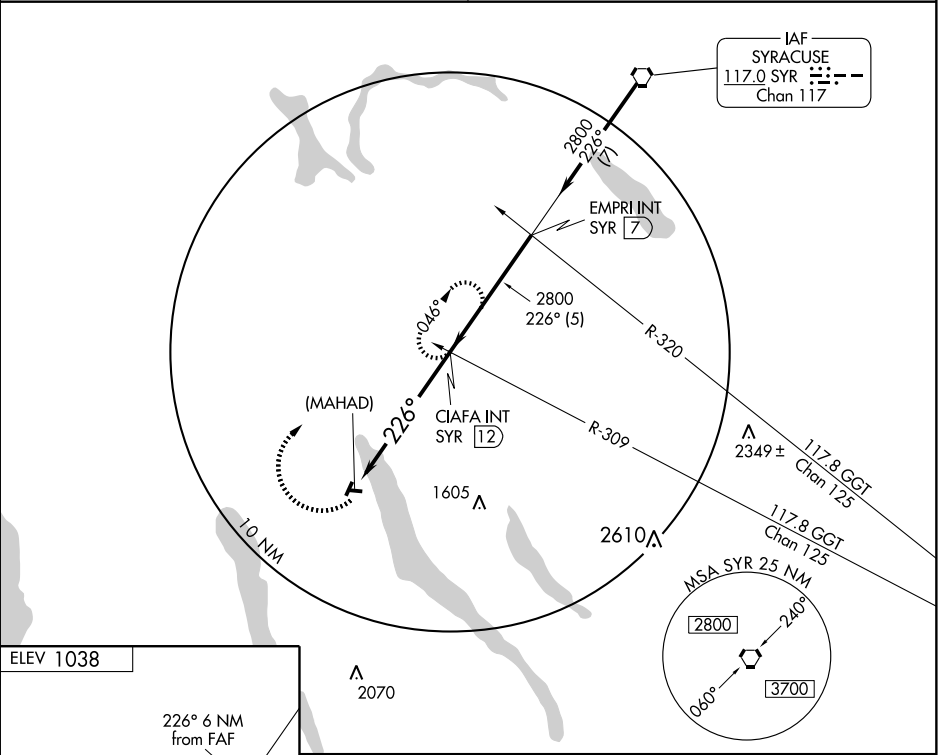
AWOS-3  
118.275



VORTAC SYR <b>117.0</b> Chan <b>117</b>	APP CRS <b>226°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>1038</b>
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VOR or GPS-A  
SKANEATELES AERO DROME (6B9)

<div><div><div></div><div>NA</div></div><div>Use Syracuse altimeter setting. Two 55' poles 70' either side centerline 900' from AER 28.</div></div>	MISSED APPROACH: Climbing right turn to 2800 via SYR R-226 to Ciafa Int 12 DME and hold.
SYRACUSE APP CON <b>126,125 269,125</b>	UNICOM <b>122.8 (CTAF) 0</b>

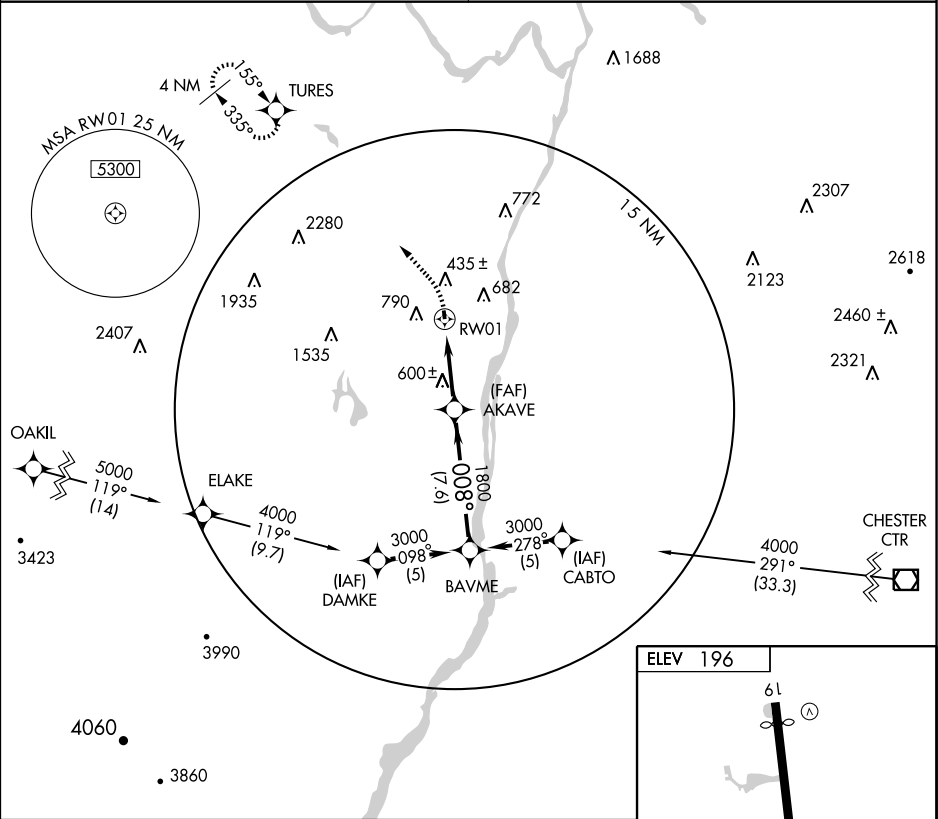


FAF to MAP 6 NM						CATEGORY	A		B		C		D
Knots	60	90	120	150	180	CIRCLING	1660-1 622 (700-1)		1720-2 682 (700-2)		NA		
Min:Sec	6:00	4:00	3:00	2:24	2:00								

APP CRS <b>008°</b>	Rwy Idg TDZE Apt Elev <b>2704</b> <b>196</b> <b>196</b>
------------------------	--



**RNAV (GPS) RWY 1**  
SOUTH BETHLEHEM / SOUTH ALBANY (4B0)

<p><b>▼</b> Use Albany Intl altimeter setting. <b>▲</b> NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climbing left turn to 3500 direct TURES WP and hold.</p>
<p>ALBANY APP CON <b>118.05 263.075</b></p>	<p>UNICOM <b>123.0</b> (CTAF) <b>0</b></p>



3500



TURES

RW01

AKAVE

BAVME

1800

3000

3.04°

TCH 40

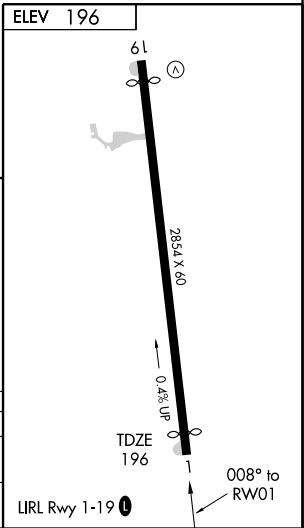
008°

Procedure Turn NA

4.9 NM

7.6 NM

CATEGORY	A	B	C	D
LNAV MDA	960-1 764 (800-1)	960-1¼ 764 (800-1¼)	NA	
CIRCLING	960-1 764 (800-1)	1040-1¼ 844 (900-1¼)	NA	





APP CRS  
188°

Rwy Idg	<b>2730</b>
TDZE	<b>196</b>
Apt Elev	<b>196</b>

## RNAV (GPS) RWY 19

SOUTH BETHLEHEM / SOUTH ALBANY (4B0)



Use Albany Intl altimeter setting.



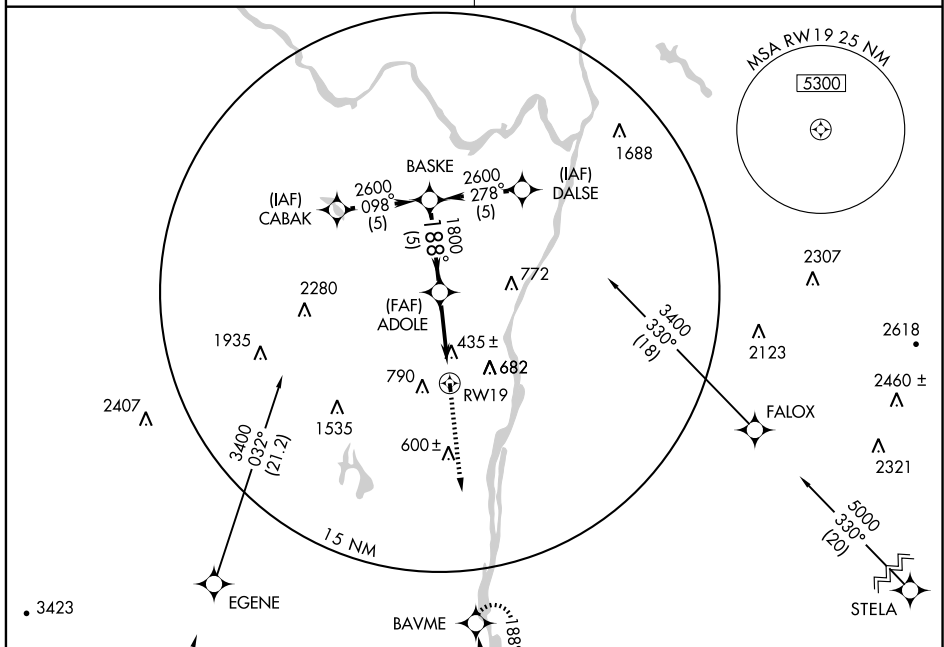
GPS or RNP-0.3 required.  
DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 3000 direct BAVME WP and hold.

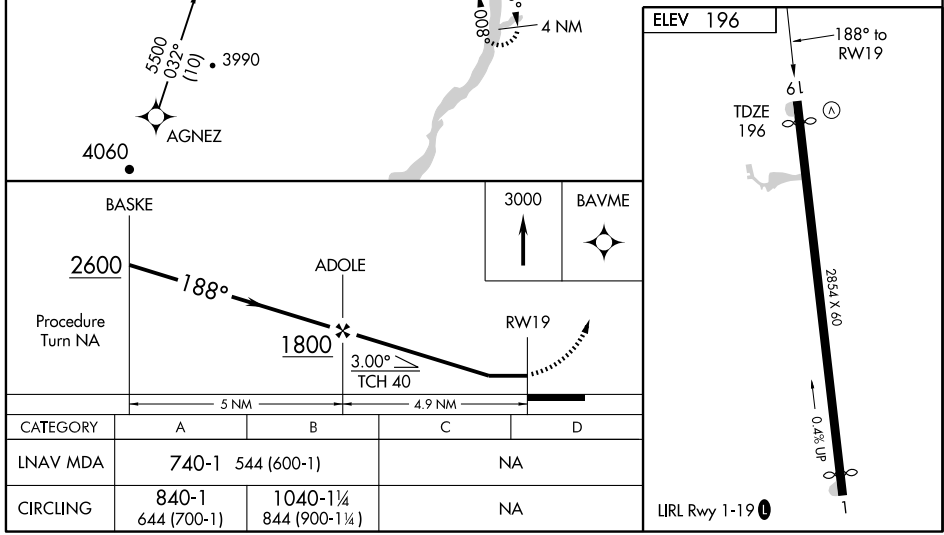
ALBANY APP CON

118.05 263.075

UNICOM

123.0 (CTAF) **L**

NE-2: 17 DEC 2009 to 14 JAN 2010





▼

NA

Use Poughkeepsie altimeter setting.

Terrain rises rapidly East and Southeast of airport.

Procedure not authorized at night.

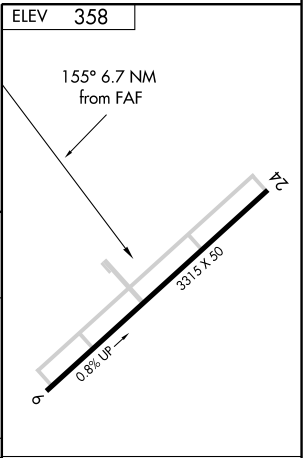
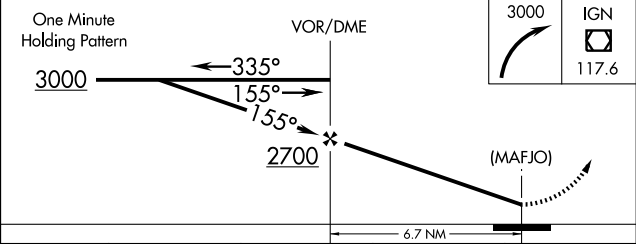
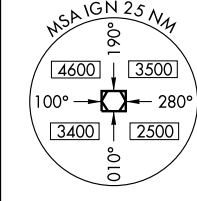
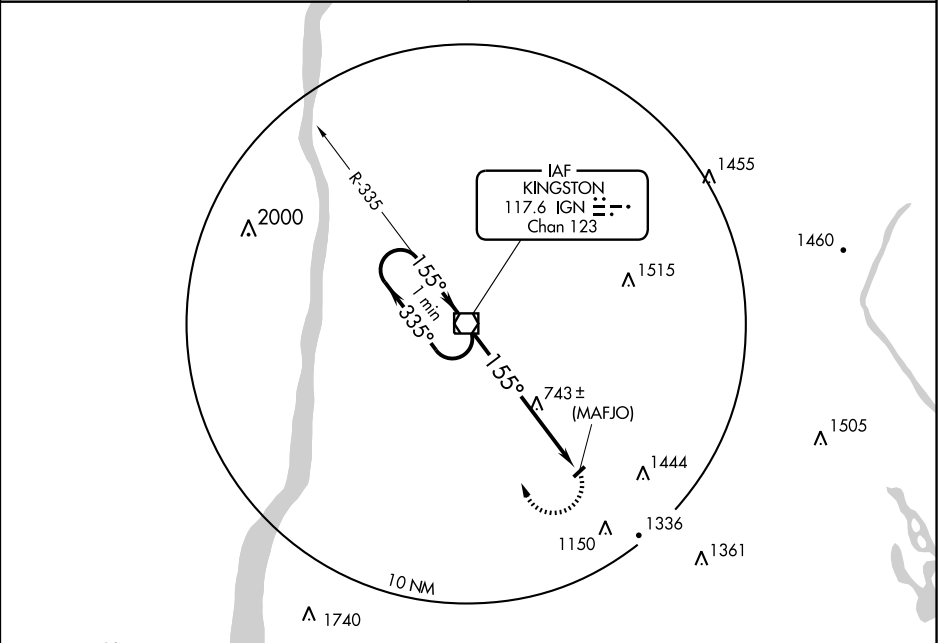
MISSED APPROACH: Climbing right turn to 3000 direct IGN VOR/DME and hold.

NEW YORK APP CON

132.75 363.1

UNICOM

122.8 (CTAF)



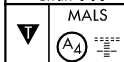
CATEGORY	A	B	C	D	FAF to MAP 6.7 NM					
CIRCLING	1860-3 1502 (1600-3)	NA			Knots	60	90	120	150	180
	Min:Sec				6:42	4:28	3:21	2:41	2:14	



VORTAC SYR <b>117.0</b> Chan <b>117</b>	APCH CRS <b>131°</b>	Rwy Idg <b>7500</b> TDZE <b>417</b> Arpt Elev <b>421</b>
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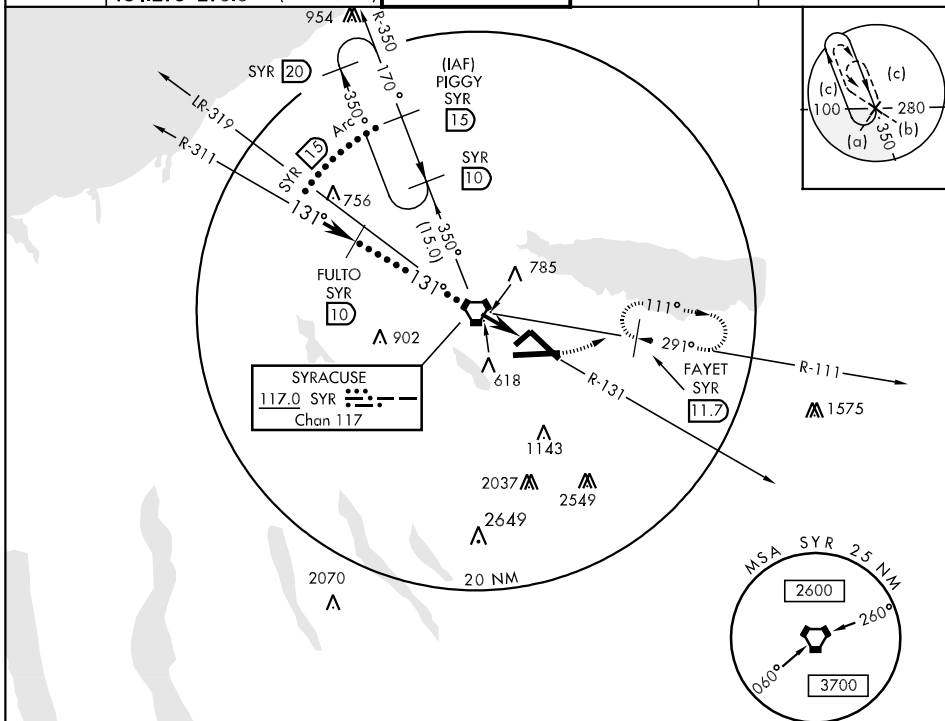
JAL-411 [USAF]

SYRACUSE HANCOCK INTL (KSYR)

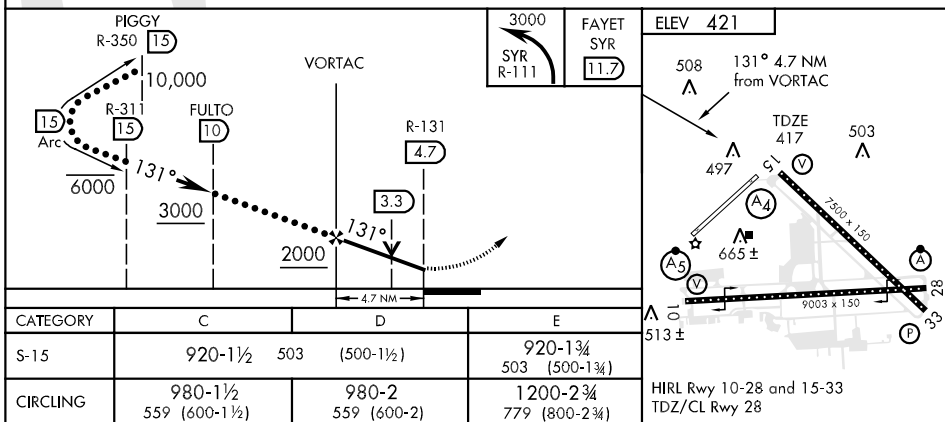


MISSED APPROACH: Climbing left turn to 3000 via SYR R-111 to FAYET/11.7 DME and hold.

ATIS <b>124.225</b>	SYRACUSE APP CON <b>126.125 269.125</b> (100°- 278°) <b>134.275 279.6</b> (279°- 099°)	SYRACUSE TOWER <b>120.3 239.0</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>125.05 257.775</b>
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EMERG SAFE ALT 100 NM 6700



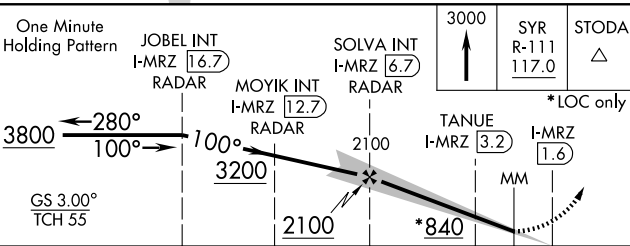
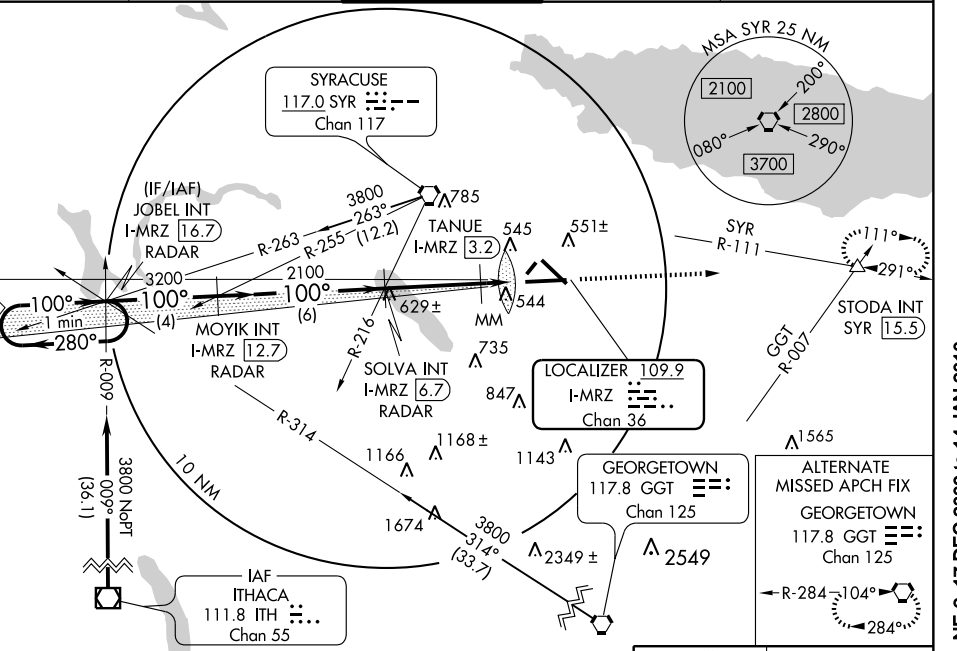
▼  
▲

For inoperative MALSR, increase S-LOC 10 Cat E visibility to 1½ miles and TANUE fix minimums S-LOC Cat E visibility to RVR 6000.  
\*\*RVR 1800 authorized with the use of FD or AP or HUD to DA.

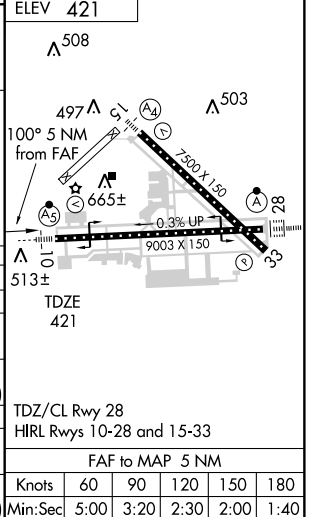
MALSR  
AS

MISSED APPROACH: Climb to 3000 via SYR VORTAC R-111 to STODA Int/SYR 15.5 DME and hold.

ATIS 124.225	SYRACUSE APP CON 134.275 279.6	SYRACUSE TOWER 120.3 239.0	GND CON 121.7 348.6	CLNC DEL 125.05 257.775
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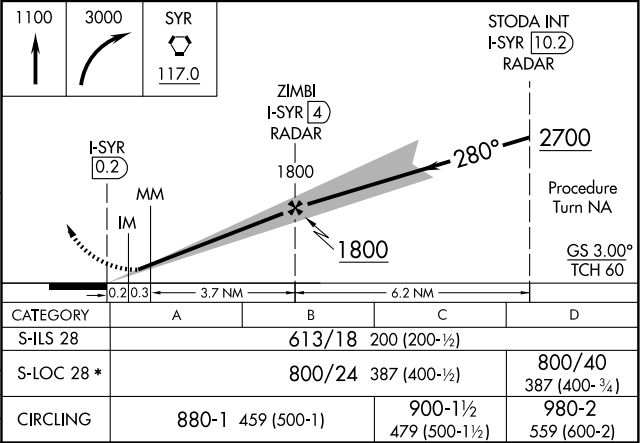
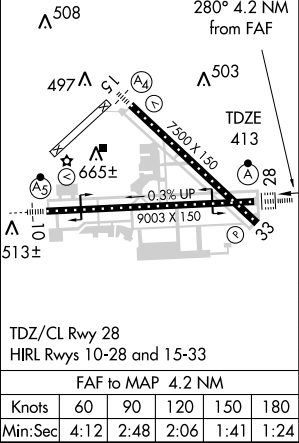
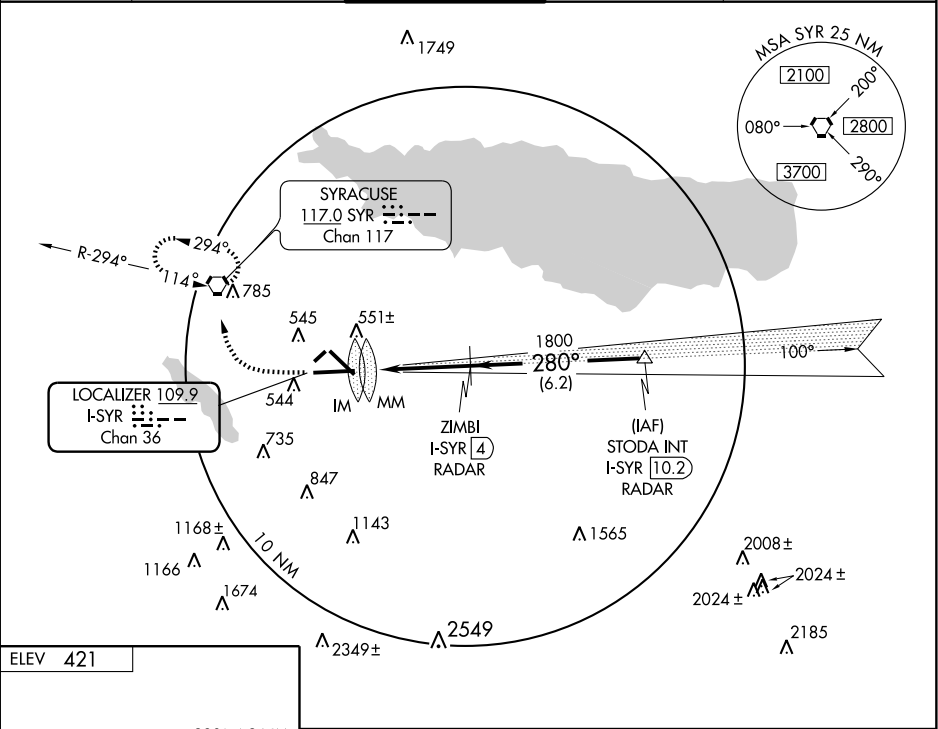


CATEGORY	A	B	C	D	E
S-ILS 10	** 621/24 200 (200-½)				
S-LOC 10	840/24	419 (500-½)	840/40	419 (500-¾)	840/50 419 (500-1)
CIRCLING	880-1	459 (500-1)	900-1½ 479 (500-½)	980-2 559 (600-2)	1200-2¾ 779 (800-2¾)
TANUE FIX MINIMUMS					
S-LOC 10	780/24	359 (400-½)	780/40	359 (400-¾)	
CIRCLING	880-1	459 (500-1)	900-1½ 479 (500-½)	980-2 559 (600-2)	1200-2¾ 779 (800-2¾)



NE-2: 17 DEC 2009 to 14 JAN 2010

* RADAR or DME REQUIRED		ALSF-2	MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct SYR VORTAC and hold.	
ATIS 124.225	SYRACUSE APP CON 134.275 279.6	SYRACUSE TOWER 120.3 239.0	GND CON 121.7 348.6	CLNC DEL 125.05 257.775



LOC/DME I-SYR <b>109.9</b> Chan <b>36</b>	APP CRS <b>280°</b>	Rwy Idg <b>9003</b> TDZE <b>413</b> Apt Elev <b>421</b>
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ILS RWY 28 (CAT II)  
SYRACUSE HANCOCK INTL (SYR)



ALSF-2



**MISSED APPROACH:** Climb to 1100 then climbing right turn to 3000 direct SYR VORTAC and hold.

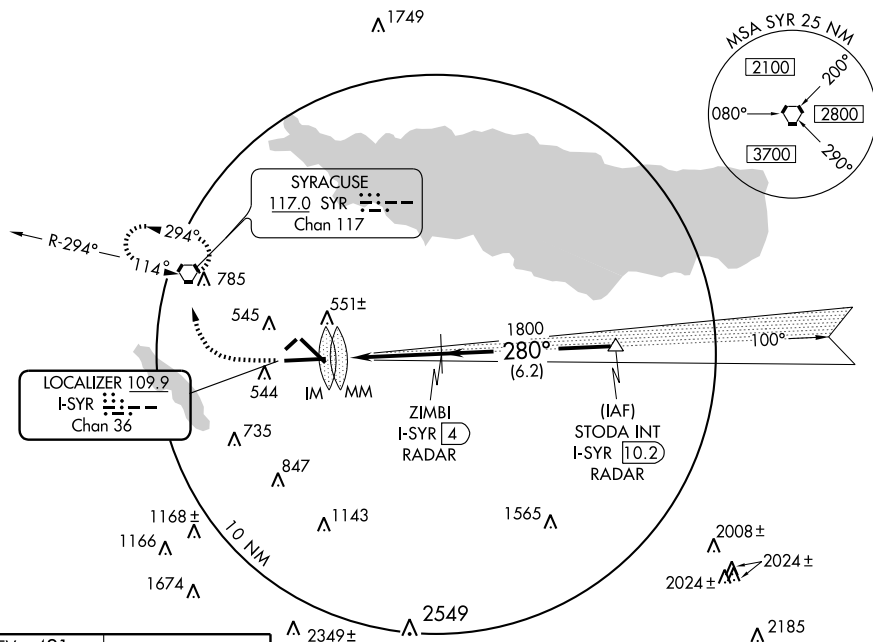
ATIS  
124.225

SYRACUSE APP CON  
134.275 279.6

SYRACUSE TOWER  
120.3 239.0

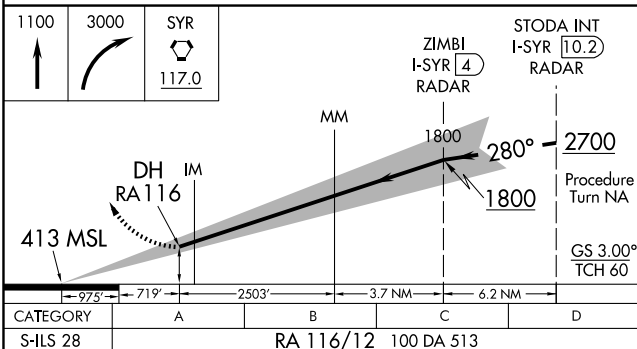
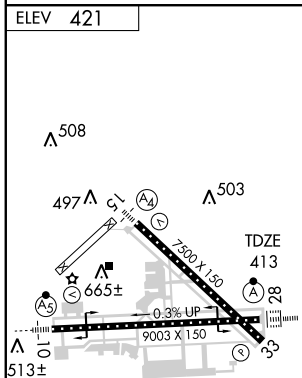
GND CON  
121.7 348.6

CLNC DEL  
**125.05 257.775**



NE-2, 17 DEC 2009 to 14 JAN 2010

ELEV 421



TDZ/CL Rwy 28  
HIRL Rwy 10-28 and 15-33

CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED



AL-411 (FAA)

WAAS CH <b>40017</b> <b>W10A</b>	APP CRS <b>100°</b>	Rwy Idg <b>9003</b> TDZE <b>421</b> Apt Elev <b>421</b>
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RNAV (GPS) RWY 10  
SYRACUSE HANCOCK INTL (SYR)

**T** DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).  
For inoperative MALSR, increase LPV visibility all Cats to RVR 5000.  
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.

MALSR

**MISSED APPROACH:**  
Climb to 3000 direct  
STODA and hold.

ATIS  
124.225

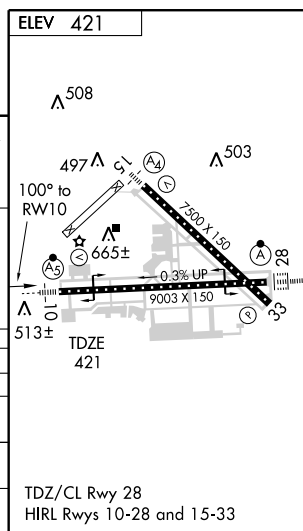
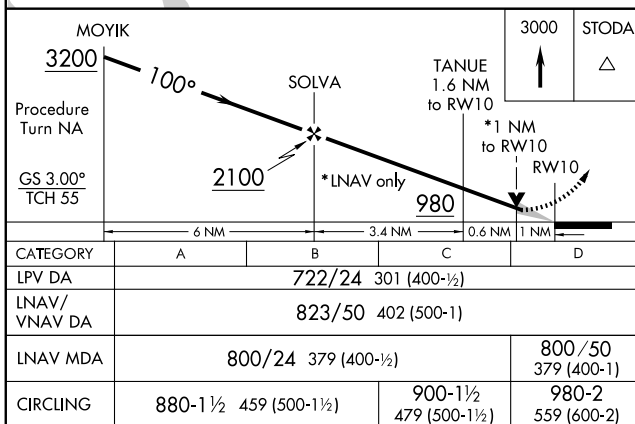
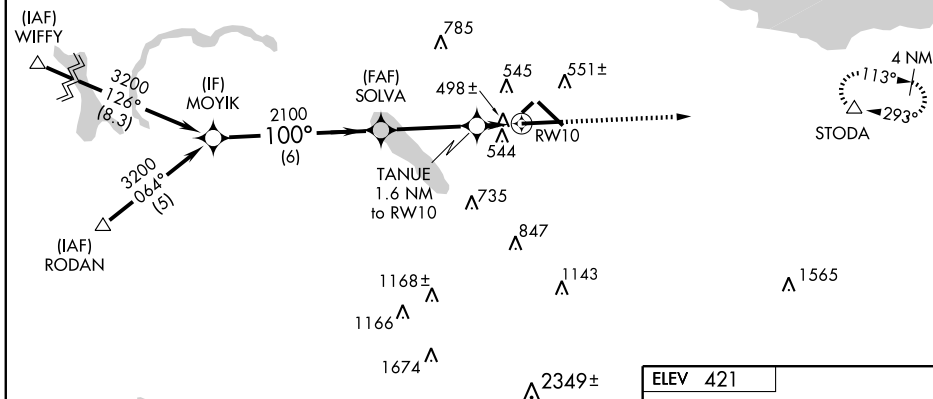
SYRACUSE APP CON  
134.275 279.6

SYRACUSE TOWER  
120.3 239.0

GND CON  
121.7 348.6

CLNC DEL  
**125.05 257.775**

Procedure NA for arrivals at RODAN  
via V84 westbound and arrivals at WIFFY  
via V2 westbound.



NE-2: 17 DEC 2009 to 14 JAN 2010

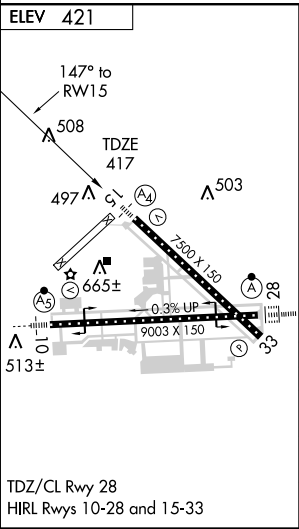
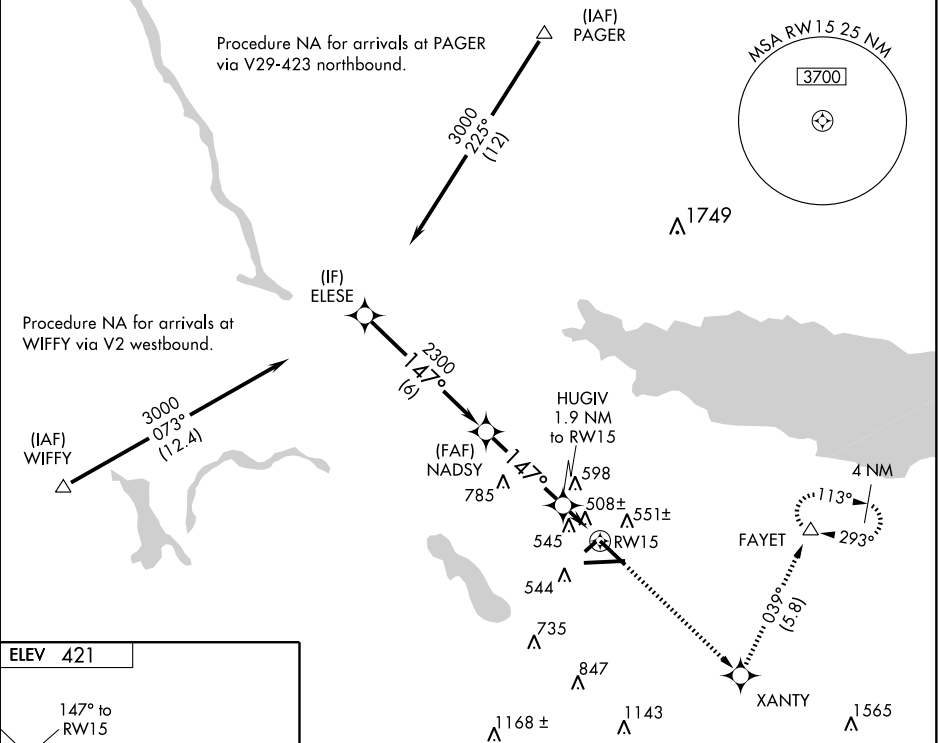
WAAS CH <b>50117</b> <b>W15A</b>	APP CRS <b>147°</b>	Rwy Idg TDZE Apt Elev	<b>7500</b> <b>417</b> <b>421</b>
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# RNAV (GPS) RWY 15

SYRACUSE HANCOCK INTL (SYR)

Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. Inoperative table does not apply to LPV, LNAV/VNAV and LNAV Cat C.	MALS 	MISSED APPROACH: Climb to 3000 direct XANTY and left turn via 039° track to FAYET and hold.
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ATIS <b>124.225</b>	SYRACUSE APP CON <b>134.275 279.6</b>	SYRACUSE TOWER <b>120.3 239.0</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>125.05 257.775</b>
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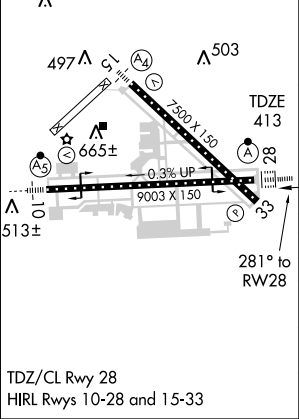
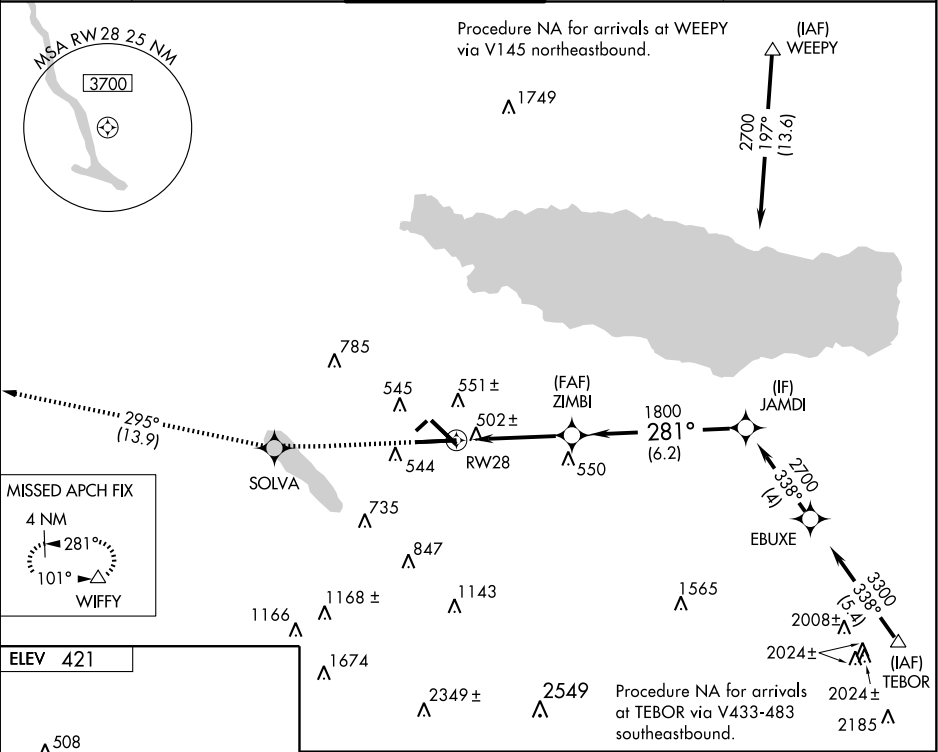


<div><div>ELESE</div><div>3000</div><div>Procedure Turn NA GS 3.00° TCH 53</div></div> <div><div>XANTY</div><div>3000</div><div></div></div> <div><div>FAYET</div><div>3000</div><div></div></div> <div><div>HUGIV</div><div>1.9 NM to RWY 15</div><div></div></div> <div><div>RWY 15</div><div></div><div></div></div> <div><div>6 NM</div><div>3.8 NM</div><div>1.9 NM</div></div>				
CATEGORY	A	B	C	D
LPV DA	735-1 318 (400-1)			
LNAV/VNAV DA	825-1½ 408 (500-1½)			
LNAV MDA	900-¾ 483 (500-¾)		900-1¼ 483 (500-1¼)	900-1½ 483 (500-1½)
CIRCLING	900-1½ 479 (500-1½)			980-2 559 (600-2)

WAAS CH <b>45517</b> <b>W28A</b>	APP CRS <b>281°</b>	Rwy Idg TDZE Apt Elev	<b>9003</b> <b>413</b> <b>421</b>
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RNAV (GPS) RWY 28  
SYRACUSE HANCOCK INTL (SYR)

<div><div><div></div></div><div>Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LPV visibility all Cats to RVR 6000.</div></div> <div><div>ALSF-2</div><div><div><div></div></div><div></div></div></div> <div>MISSED APPROACH: Climb to 3000 direct SOLVA and via 295° track to WIFFY and hold.</div>				
ATIS 124.225	SYRACUSE APP CON 134.275 279.6	SYRACUSE TOWER 120.3 239.0	GND CON 121.7 348.6	CLNC DEL 125.05 257.775



	3000	SOLVA	WIFFY	JAMDI
	↑	TRK 295°	△	2700
		* 1.3 NM to RW28		Procedure Turn NA
		RW28		GS 3.00° TCH 60
		* LNAV only		
	1.3	2.9 NM	6.2 NM	
CATEGORY	A	B	C	D
LPV DA	740/40 327 (400-¾)			
LNAV/VNAV DA	775/40 362 (400-¾)			
LNAV MDA	860/24	447 (500-½)	860/40 447 (500-¾)	860/50 447 (500-1)
CIRCLING	880-1¼	459 (500-1¼)	900-1½ 479 (500-1½)	980-2 559 (600-2)

AL-411 (FAA)

WAAS CH <b>81823</b> <b>W33A</b>	APP CRS <b>327°</b>	Rwy Idg <b>7500</b> TDZE <b>409</b> Apt Elev <b>421</b>
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RNAV (GPS) RWY 33  
SYRACUSE HANCOCK INTL (SYR)

Baro-VNAV NA below -15°C (5°F).  
DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 3000 direct ELESE and hold.

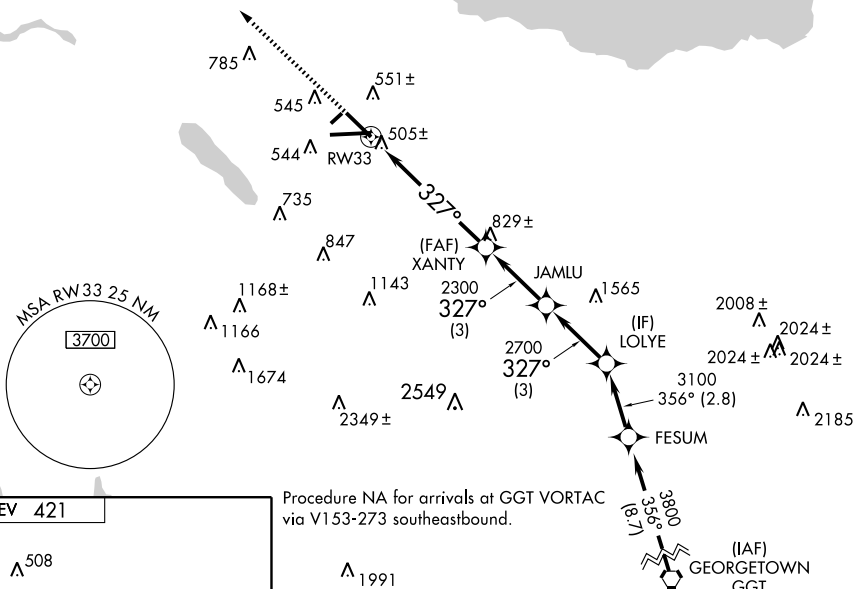
ATIS  
124.225

SYRACUSE APP CON  
134.275 279.6

SYRACUSE TOWER  
120.3 239.0

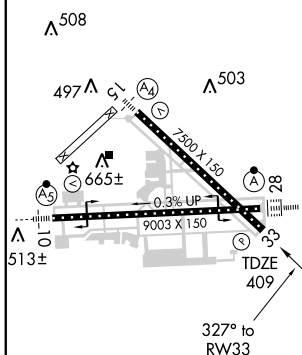
GND CON  
121.7 348.6

CLNC DEL  
125.05 257.775

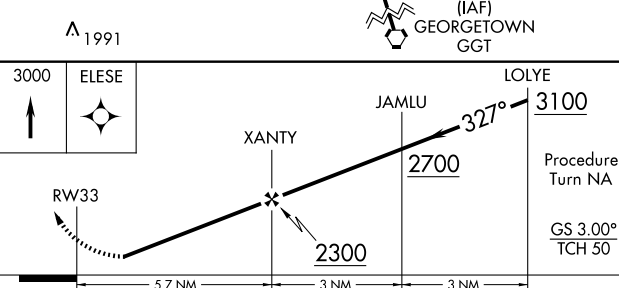


NE-2. 17 DEC 2009 to 14 JAN 2010

ELEV 421



Procedure NA for arrivals at GGT VORTAC  
via V153-273 southeastbound.



Procedure  
Turn NA  
CS 2.000

CATEGORY	A	B	C	D
LPV DA		734/60	325 (400-1¼)	
LNAV/ VNAV DA		874-1¾	465 (500-1¾)	
LNAV MDA	880/50	471 (500-1)	880/60 471 (500-1¼)	880-1½ 471 (500-1½)
CIRCLING	880-1¾	459 (500-1¾)	900-1¾ 479 (500-1¾)	980-2 559 (600-2)

TDZ/CL Rwy 28  
HIRL Rwys 10-28 and 15-33

VORTAC SYR <u>117.0</u> Chan <b>117</b>	APP CRS <b>314°</b>	Rwy Idg <b>7500</b> TDZE <b>409</b> Apt Elev <b>421</b>
---	------------------------	---

VOR or TACAN RWY 33  
SYRACUSE HANCOCK INTL (SYR)

SYRACUSE HANCOCK INTL (SYR)



**MISSED APPROACH:** Climb to 3000 direct SYR VORTAC and hold. (TACAN aircraft continue via SYR R-294 to WACOR/7 DME and hold NW, LT, 114° inbound.)

ATIS  
124.225


SYRACUSE APP CON  
134.275 279.6

SYRACUSE TOWER  
120.3 239.0

GND CON  
121.7 348.6

CLNC DEL  
**125.05 257.775**

WACOR  
SYR 7


SYRACUSE  
117.0 SYR   
Chan 117

TACAN MISSED APCH

294°  
114°  
117.0 SYR  
R-294  
Chan 117  
WACOR  
SYR 7

## DME or RADAR REQUIRED

MSA SYR 25 NM

080° →  ← 260°

ELEV	421
------	-----

508

2610  $\Delta$ 

Λ 2061



© 2020

1991

A

IAF  
GEORGETOWN  
117.8 GGT **==:**  
Chan 125

700 NoPT  
- 016°  
(10.8)

3000	SYR
	
	117.0

CAHSO  
SYR 10.9  
RADAR

### One Minute Holding Pattern

$$\begin{array}{r} 134^\circ \rightarrow \\ \hline - 314^\circ \\ \hline \underline{2700} \end{array}$$

VGSI and descent angles  
not coincident.

TDZ/CL Rwy 28  
HIRL Rwys 10-28 and 15-33

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D	E
S-33	880/50	471 (500-1)	880/60 471 (500-1¼)	880-1½ 471 (500-1½)	880-1¾ 471 (500-1¾)
CIRCLING	880-1	459 (500-1)	900-1½ 479 (500-1½)	980-2 559 (600-2)	1200-2¾ 779 (800-2¾)

NE-2, 17 DEC 2009 to 14 JAN 2010

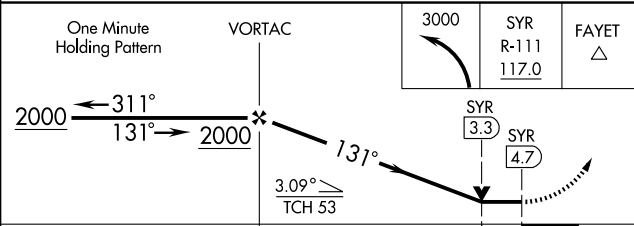
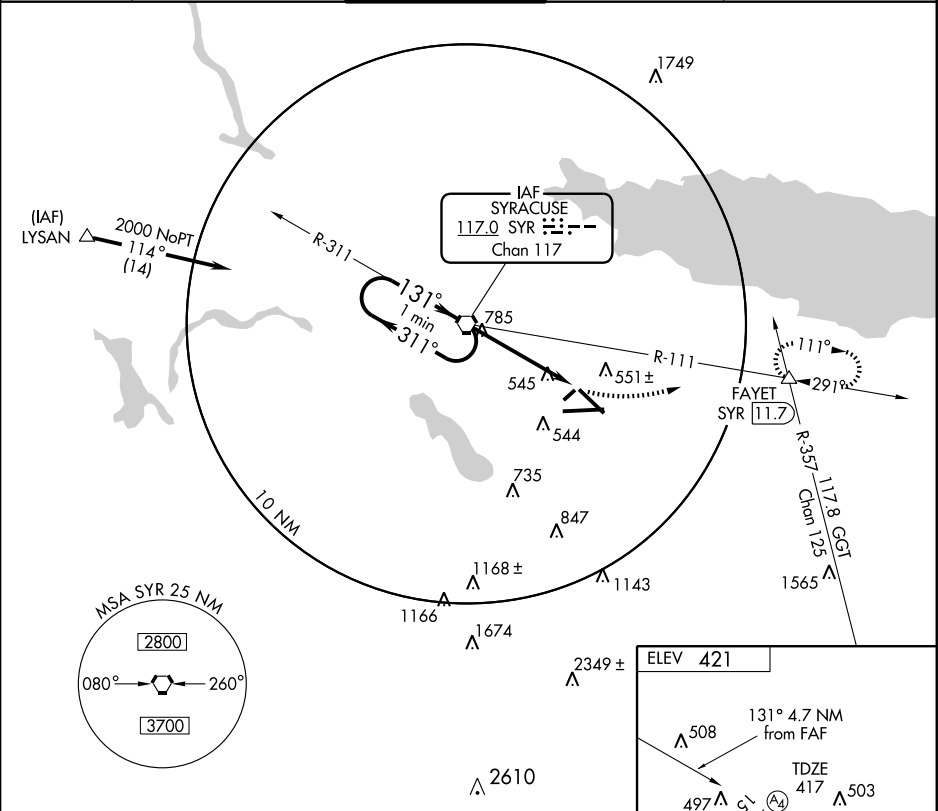
VOR RWY 15

SYRACUSE HANCOCK INTL (SYR)

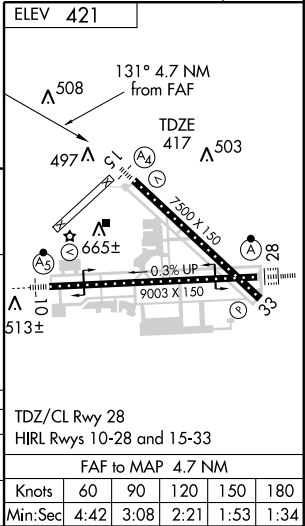
VORTAC SYR	APP CRS	Rwy Idg	7500
117.0	131°	TDZE	417
Chan 117		Apt Elev	421

Inoperative table does not apply to S-15 CAT C and D.	MALS 	MISSED APPROACH: Climbing left turn to 3000 via SYR R-111 to FAYET Int/SYR 11.7 DME and hold.
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ATIS 124.225	SYRACUSE APP CON 134.275 279.6	SYRACUSE TOWER 120.3 239.0	GND CON 121.7 348.6	CLNC DEL 125.05 257.775
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CATEGORY	A	B	C	D
S-15	880-3/4 463 (500-3/4)		880-1 1/4 463 (500-1 1/4)	880-1 1/2 463 (500-1 1/2)
CIRCLING	880-1 459 (500-1)		900-1 1/2 479 (500-1 1/2)	980-2 559 (600-2)



APP CRS	Rwy Idg	<b>4041</b>
<b>017°</b>	TDZE	<b>273</b>
	Apt Elev	<b>274</b>

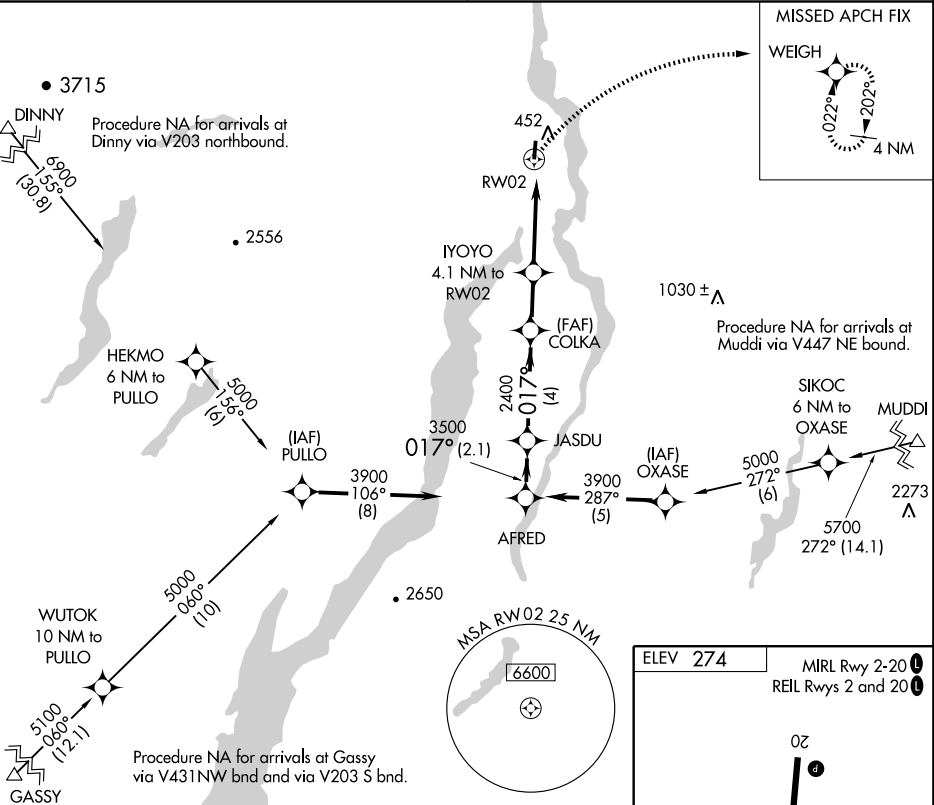
# RNAV (GPS) RWY 2

TICONDEROGA MUNI (4B6)

GPS or RNP-0.3 required.  
 DME/DME RNP-0.3 NA.  
Use Burlington altimeter setting

MISSED APPROACH: Climbing right turn to 4000  
direct WEIGH WP and hold.

BOSTON CENTER <b>135.7 282.2</b>	UNICOM <b>122.8 (CTAF)</b>
-------------------------------------	-------------------------------



Procedure Turn NA

AFRED

3900

017°

JASDU

3500

COLKA

2400

3.21°

TCH 45

1720

IYOYO

4.1 NM to RW02

RW02

4000

WEIGH

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNNAV MDA	1480-1¼ 1207 (1300-1¼)	1480-1½ 1207 (1300-1½)	NA	
CIRCLING	1480-1¼ 1206 (1300-1¼)	1480-1½ 1206 (1300-1½)	NA	

ELEV 274

MIRL Rwy 2-20

REIL Rws 2 and 20

20

4041 X 60

TDZE 273

017° to RW02

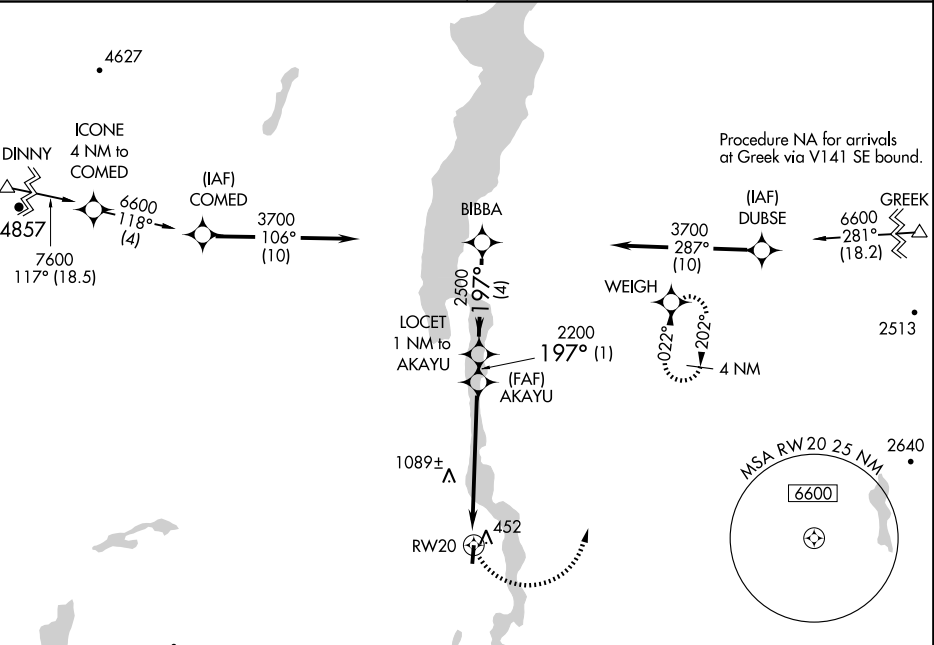
APP CRS	Rwy Idg	4041
197°	TDZE	273
	Apt Elev	274

# RNAV (GPS) RWY 20

TICONDEROGA MUNI (4B6)

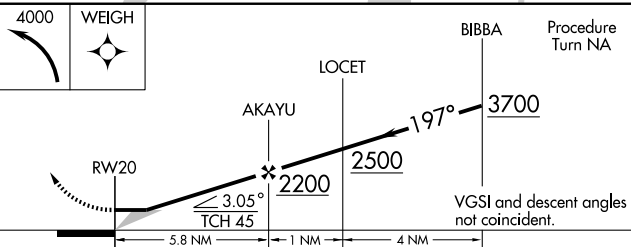
<div>GPS or RNP-0.3 required.</div> <div>DME/DME RNP-0.3 NA.</div> <div>Use Burlington altimeter setting</div>	MISSED APPROACH: Climbing left turn to 4000 direct WEIGH WP and hold.
--	---

BOSTON CENTER 135.7 282.2	UNICOM 122.8 (CTAF) <b>L</b>
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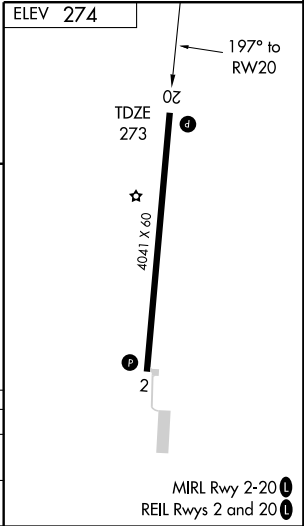


4000

WEIGH

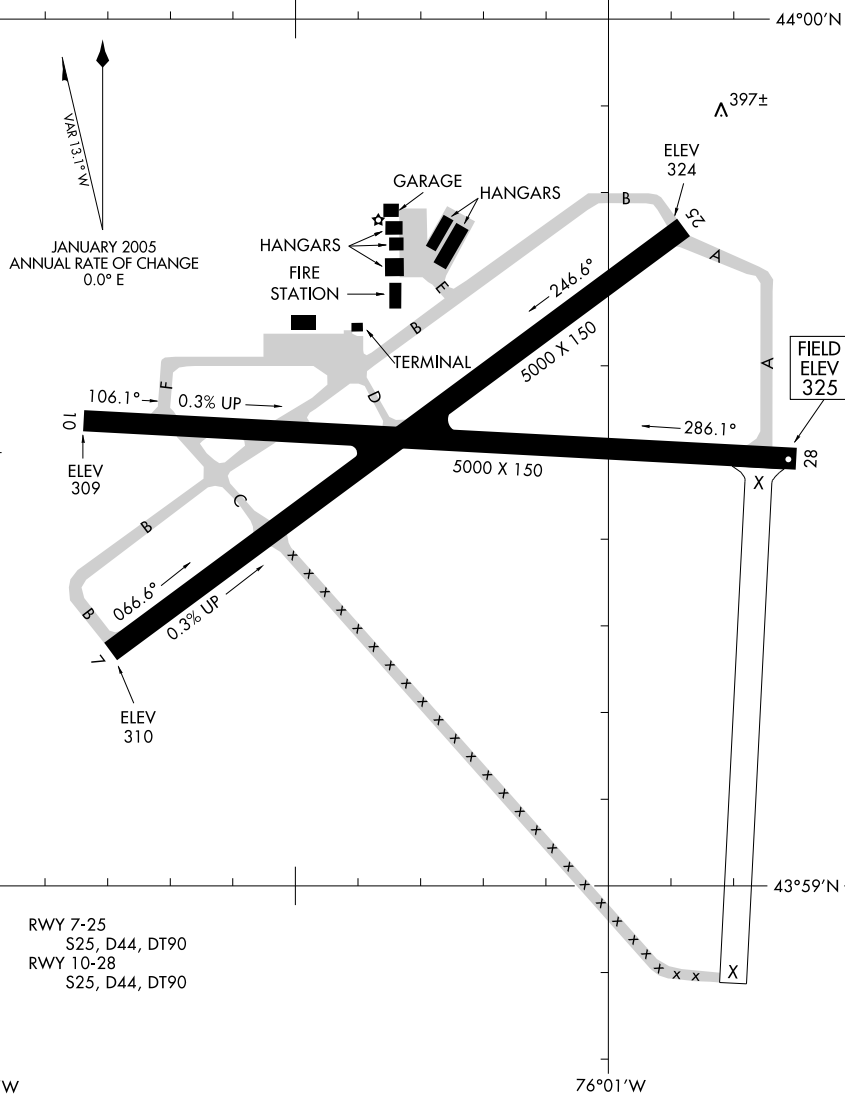


CATEGORY	A	B	C	D
RNAV MDA	1360-1¼ 1087 (1100-1¼)	1360-1½ 1087 (1100-1½)	NA	
CIRCLING	1360-1¼ 1086 (1100-1¼)	1360-1½ 1086 (1100-1½)	NA	





ASOS  
132.325  
CTAF/UNICOM  
123.0



NE-2. 17 DEC 2009 to 14 JAN 2010

# ILS or LOC RWY 7 WATERTOWN INTL (ART)

LOC I-ART <b>111.1</b>	APP CRS <b>065°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>319</b> <b>325</b>
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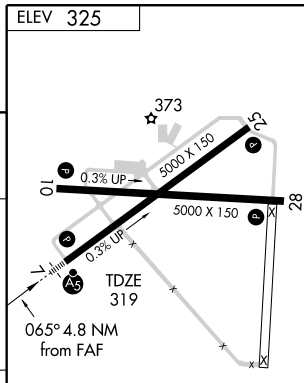
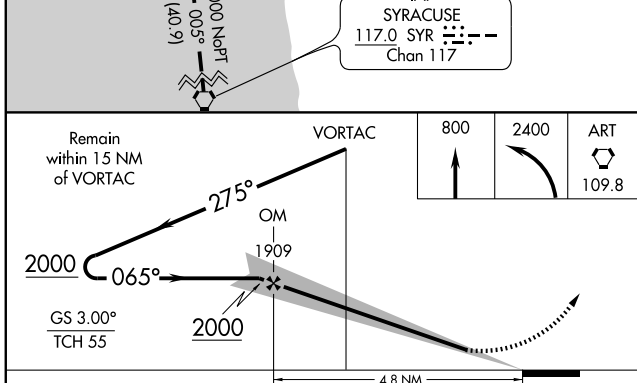
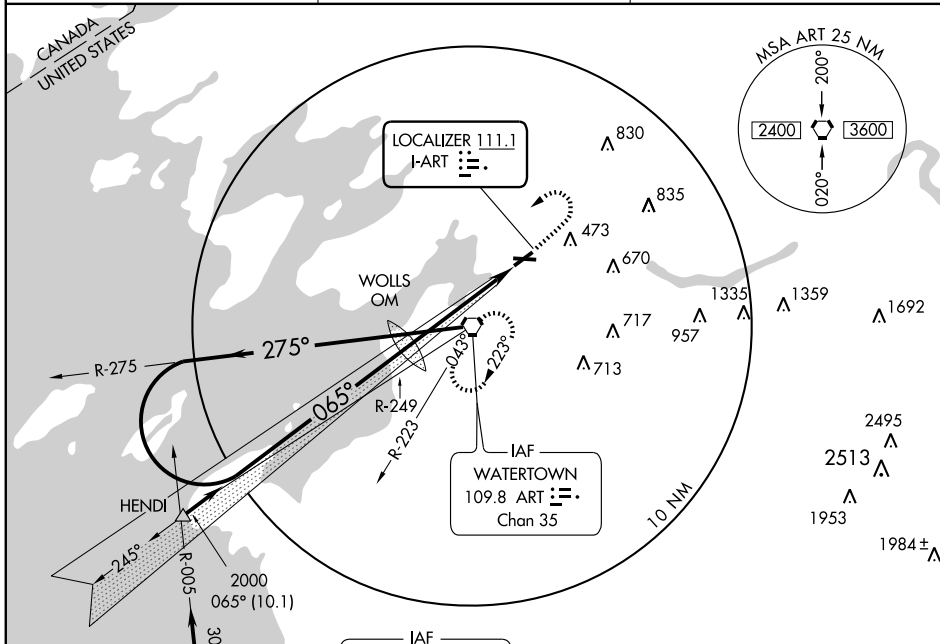
**▼**  
**A** Circling NA at night to Rwy 10.

MALSR



MISSED APPROACH: Climb to 800, then climbing left turn to 2400 direct ART VORTAC and hold.

ASOS <b>132.325</b>	WHEELER-SACK APP CON <b>128.25 257.6</b>	UNICOM <b>123.0 (CTAF) 0</b>
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CATEGORY	A	B	C	D	F
S-ILS 7		519-1/2	200 (200-1/2)		
S-LOC 7	760-1/2	411 (500-1/2)	760-3/4	411 (500-3/4)	760-1
					441 (500-1)
CIRCLING	940-1	960-1	960-1 3/4	1000-2 1/4	
	615 (700-1)	635 (700-1)	635 (700-1 3/4)	675 (700-2 1/4)	

REIL Rwy 28	0
HIRL Rwy 7-25	0
MIRL Rwy 10-28	0
FAF to MAP 4.8 NM	
Knots	60 90 120 150 180
Min:Sec	4:48 3:12 2:24 1:55 1:36

# RNAV (GPS) RWY 7

## WATERTOWN INTL (ART)

WAAS CH <b>82510</b> <b>W07A</b>	APP CRS <b>065°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>319</b> <b>325</b>
--	------------------------	-----------------------------	---

**⚠** Circling to Rwy 10 NA at night. When local altimeter setting not received, use Syracuse altimeter setting and increase LPV DA to 706 feet; LNAV/VNAV DA to 1039 feet; and all MDA 140 feet; increase LPV visibility  $\frac{1}{4}$  mile all Cats; LNAV/VNAV visibility  $\frac{1}{2}$  mile all Cats; LNAV Cat C  $\frac{1}{4}$  mile, and Cat D  $\frac{1}{2}$  mile; increase Circling Cat B visibility  $\frac{1}{4}$  mile, Cat C and D visibility  $\frac{1}{2}$  mile. VDP NA when using Syracuse altimeter setting. Baro-VNAV NA when using Syracuse altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALS, when using Syracuse altimeter setting, increase LPV visibility to  $1\frac{1}{4}$  mile all Cats.

MALS

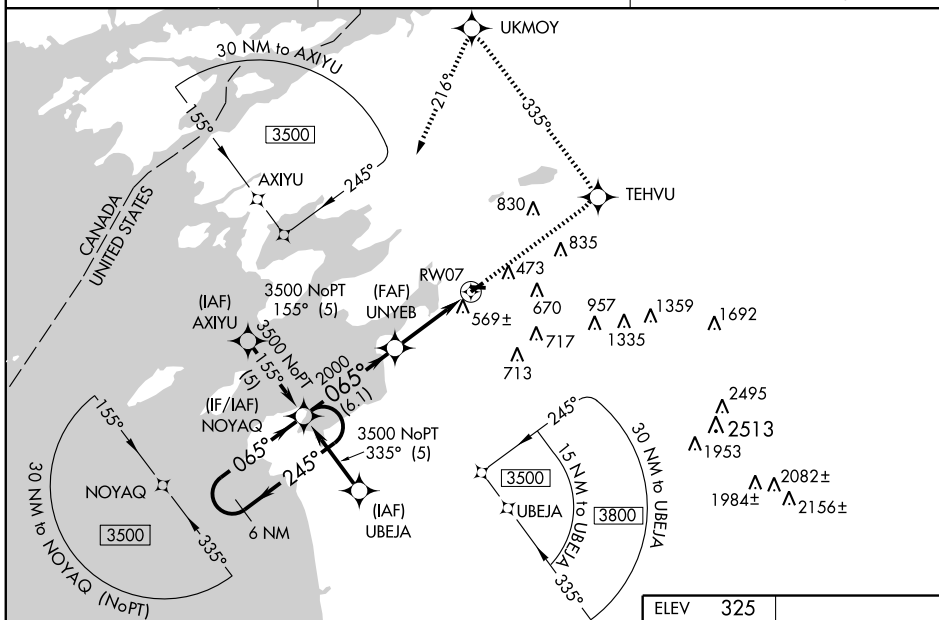


**MISSED APPROACH:**  
Climb to 3500 direct TEHVU via 335° track to UKMOY and left turn via 216° track to NOYAQ and hold.

ASOS  
**132.325**

WHEELER-SACK APP CON  
**128.25 257.6**

UNICOM  
**123.0 (CTAF) 1**



VGSI and RNAV glidepath not coincident.

3500

TEHVU

335°

UKMOY

216°

track

NOYAQ

6 NM

Holding Pattern

NOYAQ

UNYEB

2000

\*1.5 NM to RW07

\*LNAV only

RW07

2000

6.1 NM

3.6 NM

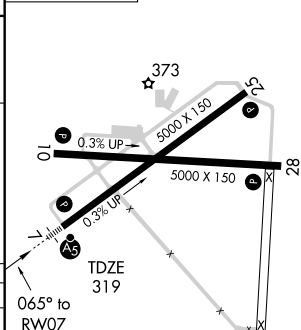
1.5 NM

3500  
← 245°  
065° →

GS 3.00°  
TCH 55

CATEGORY	A	B	C	D
LPV DA		570- $\frac{1}{2}$	251 (300- $\frac{1}{2}$ )	
LNAV/VNAV DA		903-1 $\frac{1}{2}$	584 (600-1 $\frac{1}{2}$ )	
LNAV MDA	820- $\frac{1}{2}$ 501 (500- $\frac{1}{2}$ )		820-1 501 (500-1)	
CIRCLING	960-1 635 (700-1)		960-1 $\frac{3}{4}$ 635 (700-1 $\frac{3}{4}$ )	1000-2 $\frac{1}{4}$ 675 (700-2 $\frac{1}{4}$ )

ELEV 325



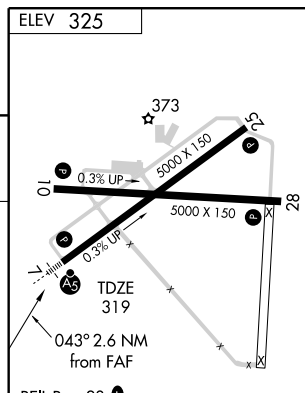
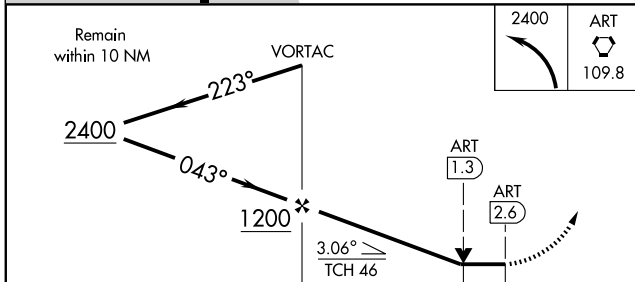
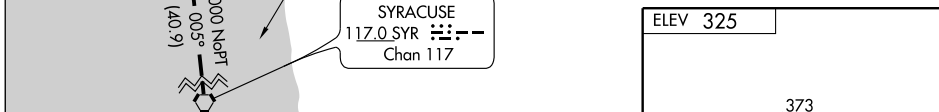
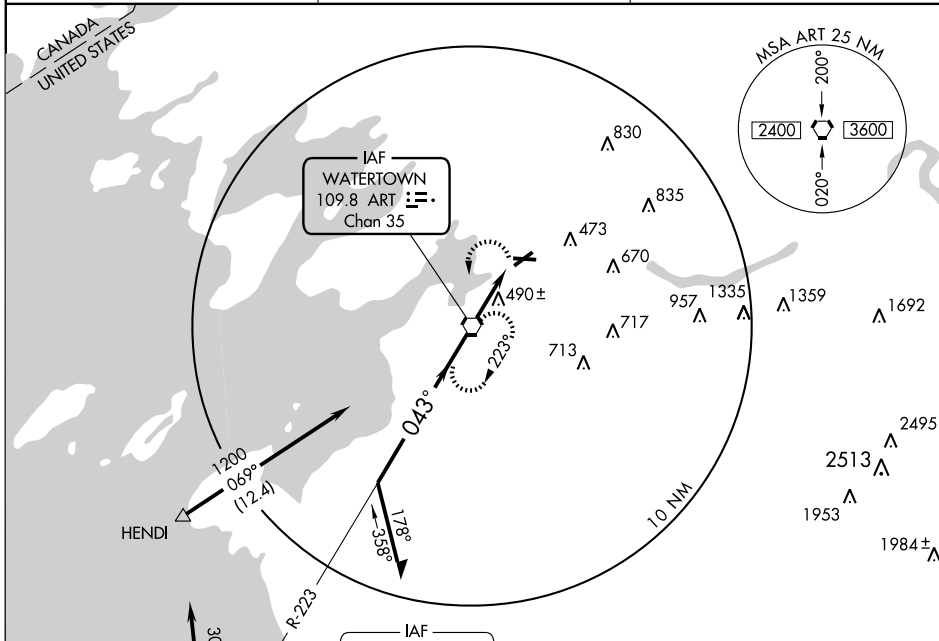
REIL Rwy 28 1  
HIRL Rwy 7-25 1  
MIRL Rwy 10-28 1

VORTAC ART <b>109.8</b> Chan <b>35</b>	APP CRS <b>043°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>319</b> <b>325</b>
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# VOR RWY 7 WATERTOWN INTL (ART)

		MISSED APPROACH: Climbing left turn to 2400 direct ART VORTAC and hold.
--	--	--

ASOS <b>132.325</b>	WHEELER-SACK APP CON <b>128.25 257.6</b>	UNICOM <b>123.0</b> (CTAF) <b>1</b>
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CATEGORY	A	B	C	D
S-7	840-1 521 (600-1)		840-1½ 521 (600-1½)	NA
CIRCLING	940-1 615 (700-1)	960-1 635 (700-1)	960-1¾ 635 (700-1¾)	NA

REIL Rwy 28 <b>1</b>	FAF to MAP 2.6 NM
HIRL Rwy 7-25 <b>1</b>	Knots 60 90 120 150 180
MIRL Rwy 10-28 <b>1</b>	Min:Sec 2:36 1:44 1:18 1:02 0:52

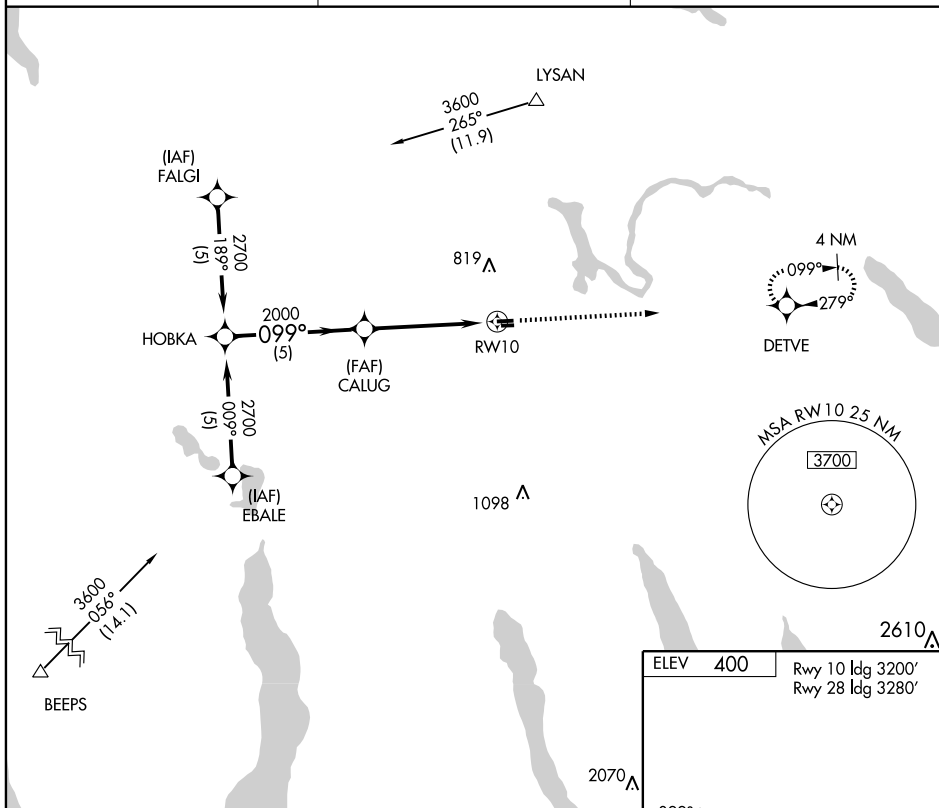
APP CRS	Rwy Idg	<b>3200</b>
<b>099°</b>	TDZE	<b>400</b>
	Apt Elev	<b>400</b>

**RNAV (GPS) RWY 10**

WEEDSPORT/ WHITFORDS (B16)

 Use Syracuse altimeter setting.  MISSED APPROACH: Climb to 3000 direct DETVE WP and hold.	
---	--

 SYRACUSE APP CON  
**134.275 279.6**

 UNICOM  
**122.8 (CTAF)**
**122.70**

HOBKA <b>2700</b> Procedure Turn NA 099° CALUG <b>2000</b> 3.04° TCH 40 RW10 5.0 NM 4.8 NM					3000 DETVE 099° to RW10 3630 X 60 2800 X 100 TDZE 400 MRL Rwy 10-28
CATEGORY	A	B	C	D	
LNAV MDA	1020-1	620 (700-1)	NA		
CIRCLING	1020-1 620 (700-1)	1060-1 660 (700-1)	NA		

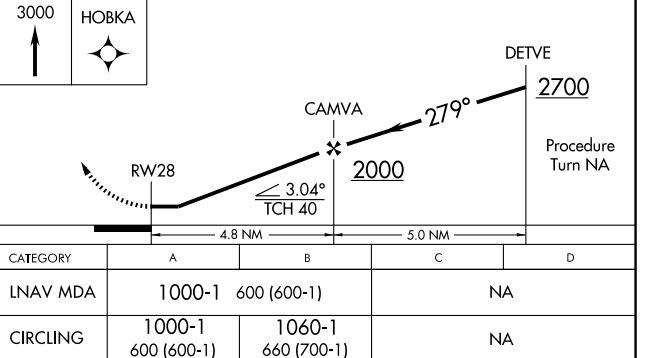
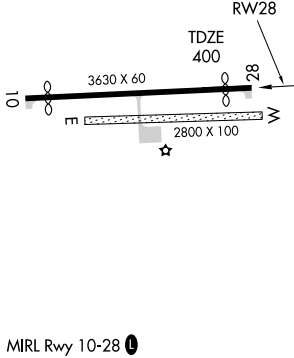
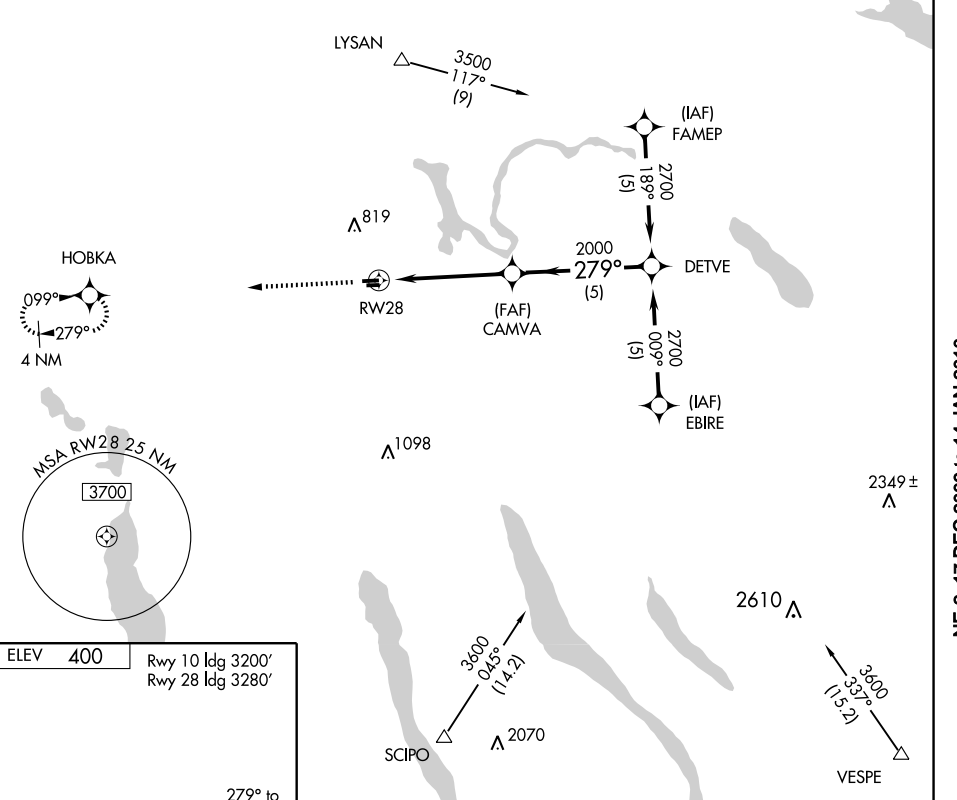
▼

NA

Use Syracuse altimeter setting.  
GPS or RNP-0.3 required.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HOBKA WP and hold.

SYRACUSE APP CON 134.275 279.6	UNICOM 122.8 (CTAF)	122.7 0
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NE-2, 17 DEC 2009 to 14 JAN 2010

VORTAC SYR <b>117.0</b> Chan <b>117</b>	APP CRS <b>263°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>400</b>
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VOR-A  
WEEDSPORT/WHITFORDS (B16)

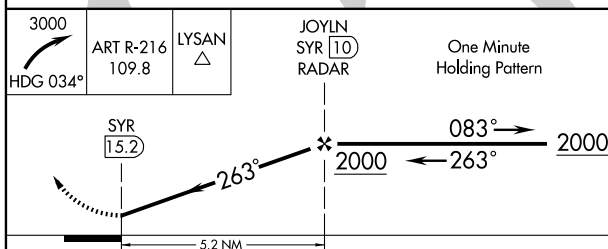
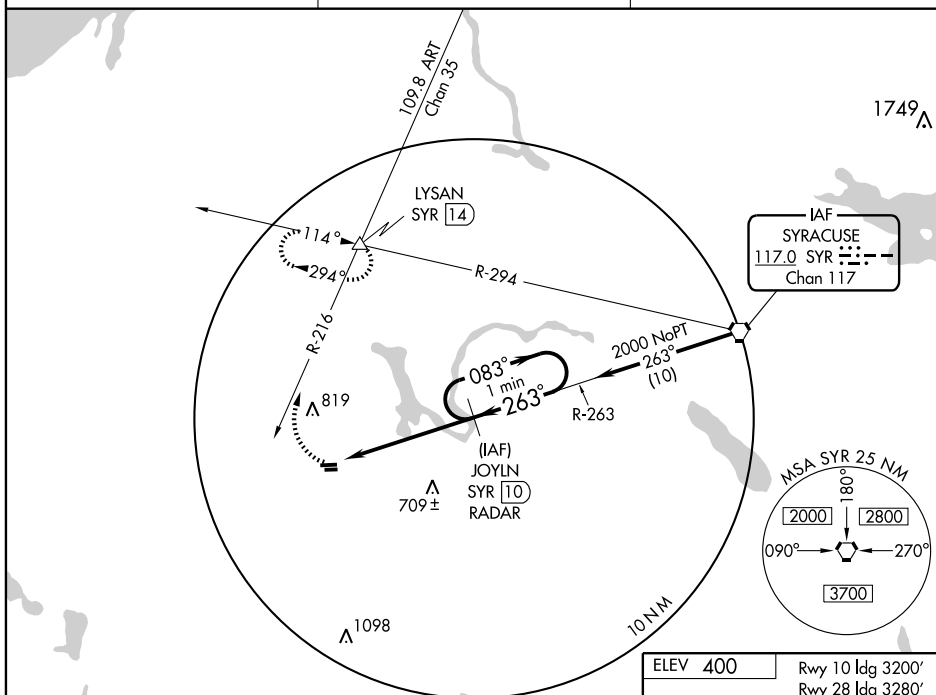
**T**  
**A** NA Use Syracuse Hancock Intl altimeter setting.

**MISSED APPROACH:** Climbing right turn to 3000  
via heading 034° and ART R-216 to LYSAN Int and hold.

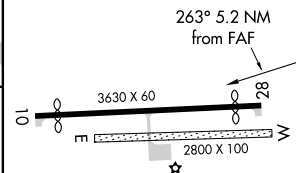
SYRACUSE APP CON  
134.275 279.6

UNICOM  
122.8 (CTAF)

122.7 L



ELEV 400	Rwy 10 ldg 3200'
	Rwy 28 ldg 3280'



MIRL Rwy 10-28 L

FAF to MAP 5.2 NM

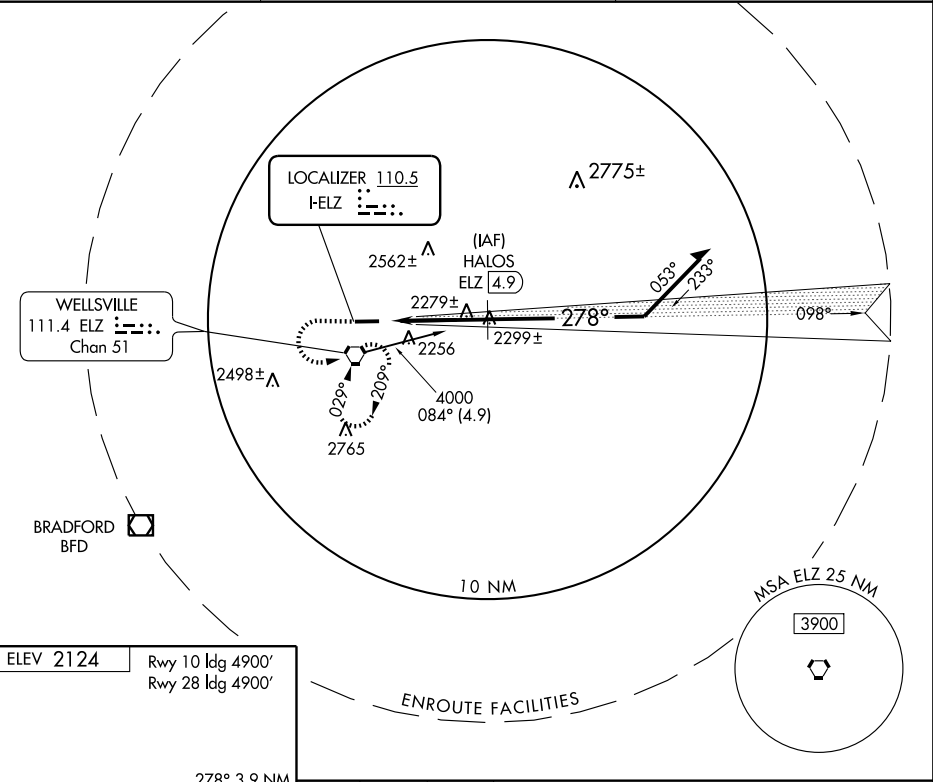
CATEGORY	A	B	C	D	FAF to MAP 5.2 NM					
CIRCLING	1100-1	700 (700-1)	NA		Knots	60	90	120	150	180
					Min:Sec	5:12	3:28	2:36	2:05	1:44

LOC I-ELZ	APP CRS	Rwy Idg	4900
<u>110.5</u>	<u>278°</u>	TDZE	2111
		Apt Elev	2124

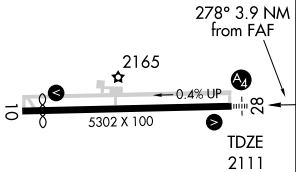
WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

<div><div>▼</div><div>NA</div></div>	Inoperative table does not apply. Visibility reduction by helicopters NA. If local altimeter setting not received, use Bradford, PA altimeter setting and increase all MDAs 260 feet.	MALS <div><div>▲</div><div>   </div></div>	MISSED APPROACH: Climb to 4100 then left turn direct ELZ VORTAC and hold.
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ASOS 119.275	CLEVELAND CENTER 124.325 353.850	UNICOM 123.0 (CTAF) 0
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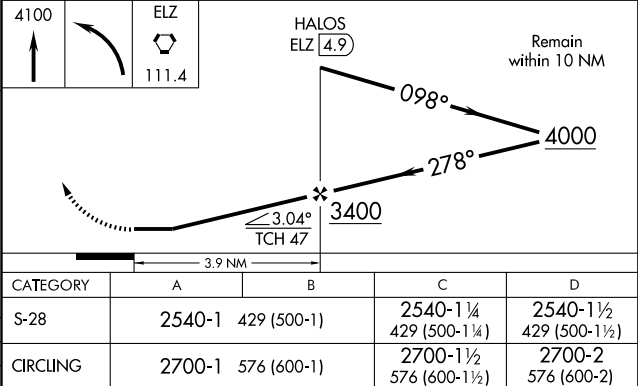


ELEV 2124	Rwy 10 ldg 4900'
	Rwy 28 ldg 4900'



REIL Rwy 10 0  
HIRL Rwy 10-28 0

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18





WAAS CH <b>87002</b> <b>W10A</b>	APP CRS <b>097°</b>	Rwy ldg TDZE Apt Elev <b>4900</b> <b>2124</b> <b>2124</b>
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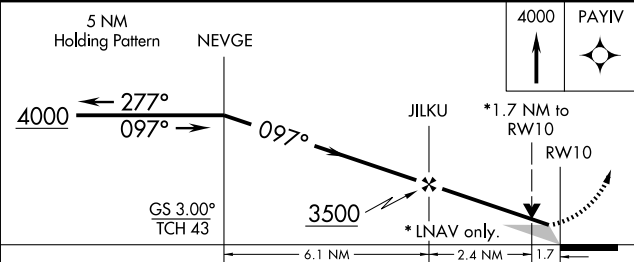
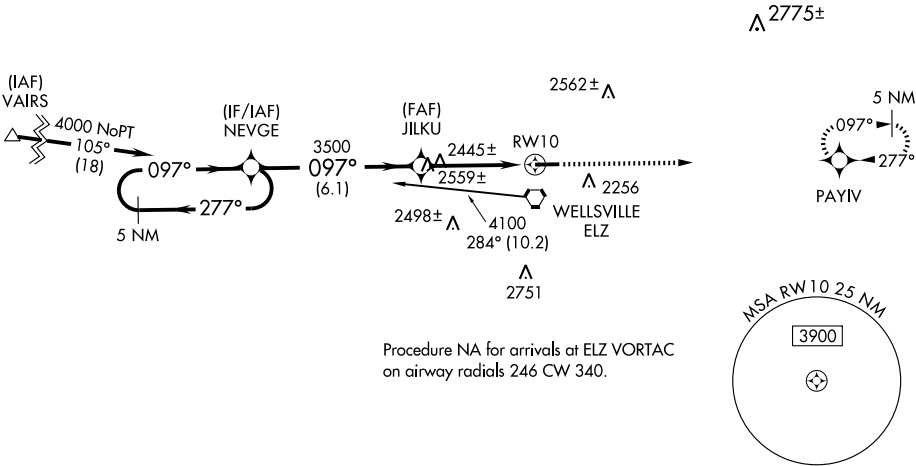
RNAV (GPS) RWY 10

WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

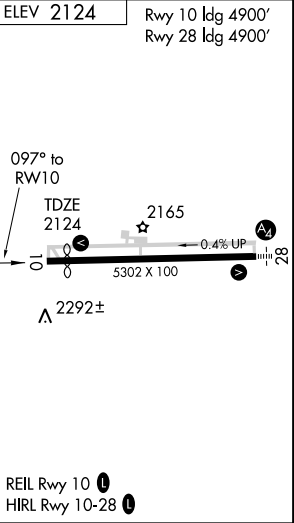
**▽** VDP and Baro-VNAV NA with Bradford, PA altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F).  
**▲** DME/DME RNP-0.3 NA. If local altimeter setting not received; use Bradford, PA altimeter setting and increase all DAs/MDAs 260 feet.

MISSED APPROACH:  
Climb to 4000 direct  
PAYIV and hold.

ASOS <b>119.275</b>	CLEVELAND CENTER <b>124.325 353.850</b>	UNICOM <b>123.0 (CTAF) 0</b>
------------------------	--	---------------------------------



CATEGORY	A	B	C	D
LPV DA	2415-1	291 (300-1)		
LNAV/VNAV DA	2596-1¾	472 (500-1¾)		
LNAV MDA	2700-1 576 (600-1)	2700-1½ 576 (600-1½)	2700-1¾ 576 (600-1¾)	
CIRCLING	2700-1¾ 576 (600-1¾)		2700-2 576 (600-2)	



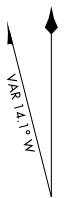




# AIRPORT DIAGRAM

WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)  
AL-996 (FAA) WESTHAMPTON BEACH, NEW YORK

SUFFOLK COUNTY TOWER ★  
125.3 236.6  
GND CON  
121.8 225.4



JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.0°E

FIELD  
ELEV  
67

TERMINAL

CONTROL  
TOWER

FIRE  
STATION

ANG  
RESTRICTED  
AREA

RWYS 1-19, 6-24, 15-33  
S50, D50, ST175, DT100

RWY 1-19  
PCN 17 R/B/Y/T  
RWYS 6-24, 15/33  
PCN 25 R/C/X/T

72°38'W

177 Λ

72°37'W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-FOK	APP CRS	Rwy Idg	9000
<u>111.7</u>	<u>236°</u>	TDZE	66
		Apt Elev	67

# COPTER ILS or LOC RWY 24

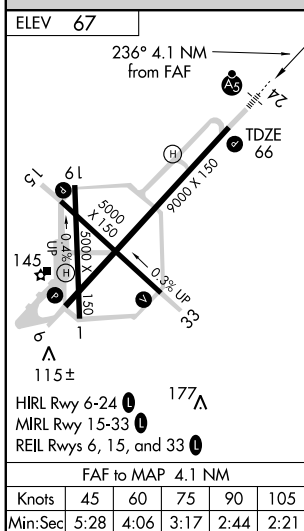
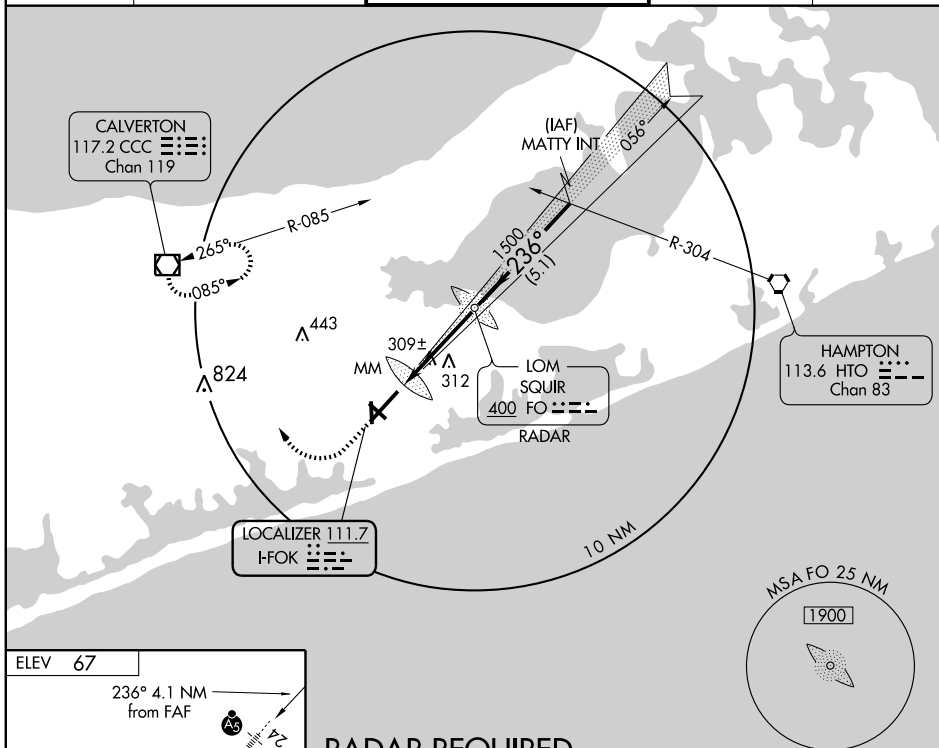
WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

**V**  
**A** NA  
If local altimeter setting not received, use Long Island MacArthur altimeter setting and increase all DA/MDAs 60 feet.

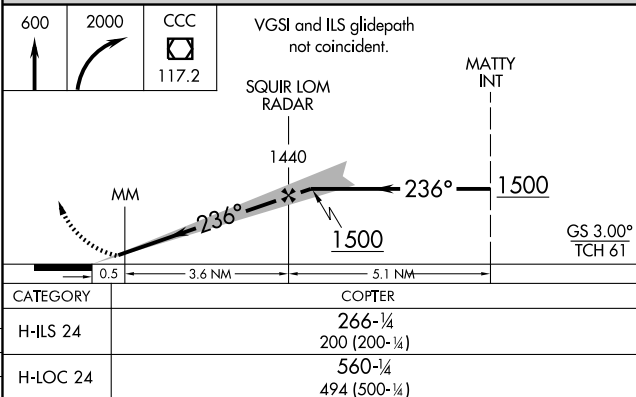
MALSR  
**A5**

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct CCC VOR/DME and hold.

ASOS <b>119.925</b>	NEW YORK APP CON <b>125.975 343.65</b>	SUFFOLK COUNTY TOWER ★ <b>125.3 (CTAF) 0 236.6</b>	GND CON <b>121.8 225.4</b>	UNICOM <b>122.95</b>
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## RADAR REQUIRED



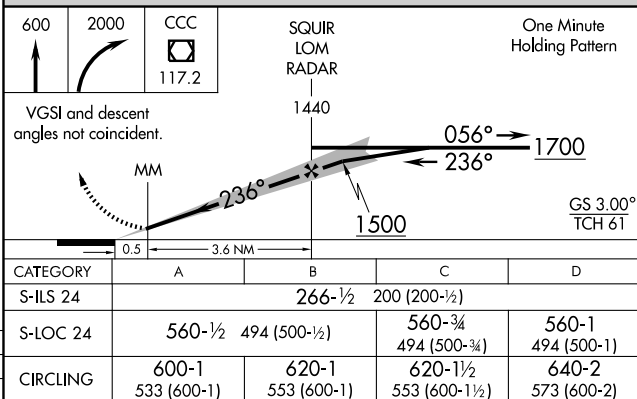
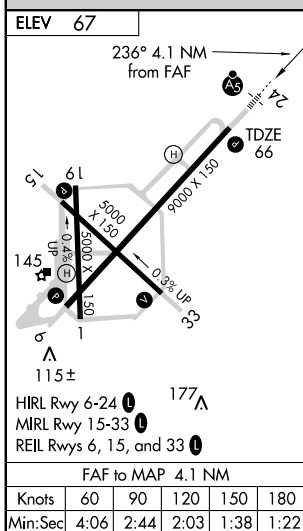
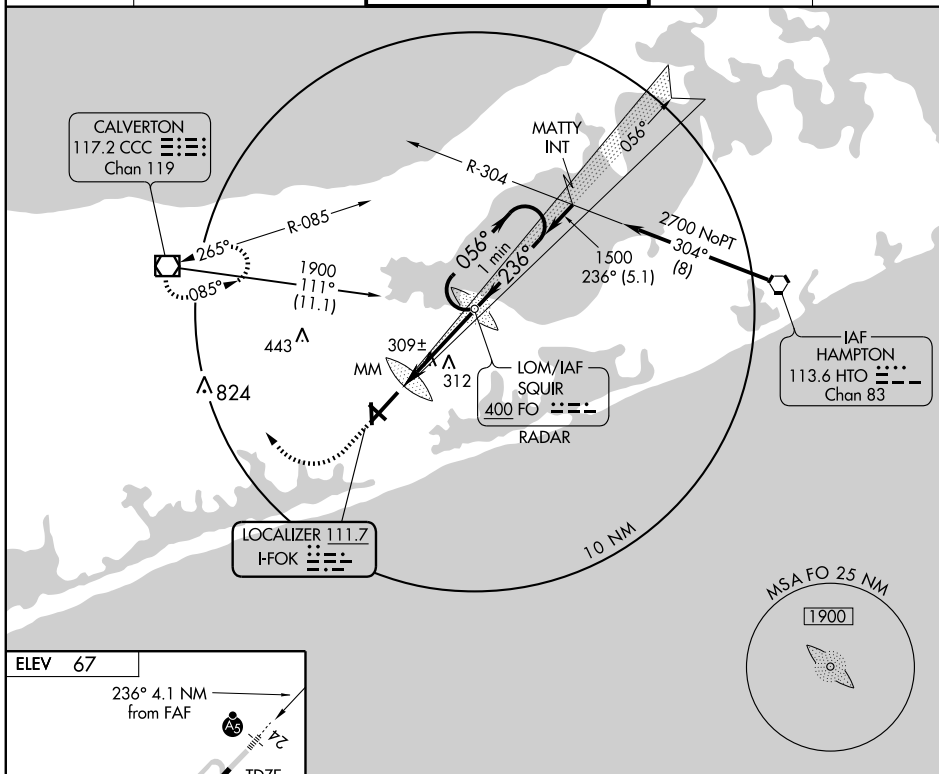
LOC I-FOK	APP CRS	Rwy Idg	9000
<u>111.7</u>	<u>236°</u>	TDZE	66
		Apt Elev	67

## ILS or LOC RWY 24

WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

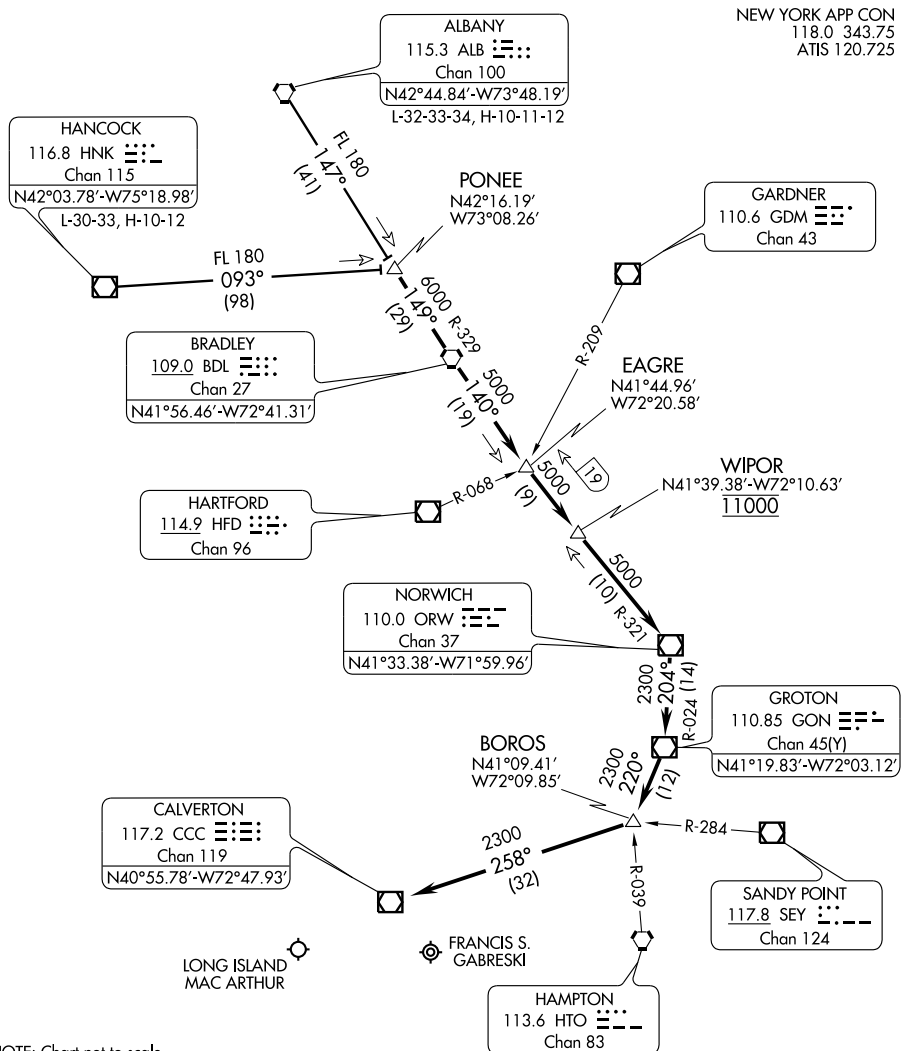
If local altimeter setting not received, use Long Island MacArthur altimeter setting and increase all DA/MDAs 60 feet.	MALS 	MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct CCC VOR/DME and hold.
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ASOS <b>119.925</b>	NEW YORK APP CON <b>125.975 343.65</b>	SUFFOLK COUNTY TOWER ★ <b>125.3 (CTAF) 236.6</b>	GND CON <b>121.8 225.4</b>	UNICOM <b>122.95</b>
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## PONEE TWO ARRIVAL

ISLIP, NEW YORK



NOTE: Chart not to scale.

ALBANY TRANSITION (ALB.PONEE2): From over ALB VORTAC via ALB R-147 to PONEE INT. Thence. . .


HANCOCK TRANSITION (HNK.PONEE2): From over HNK VOR/DME via HNK R-093 to PONEE INT. Thence. . .

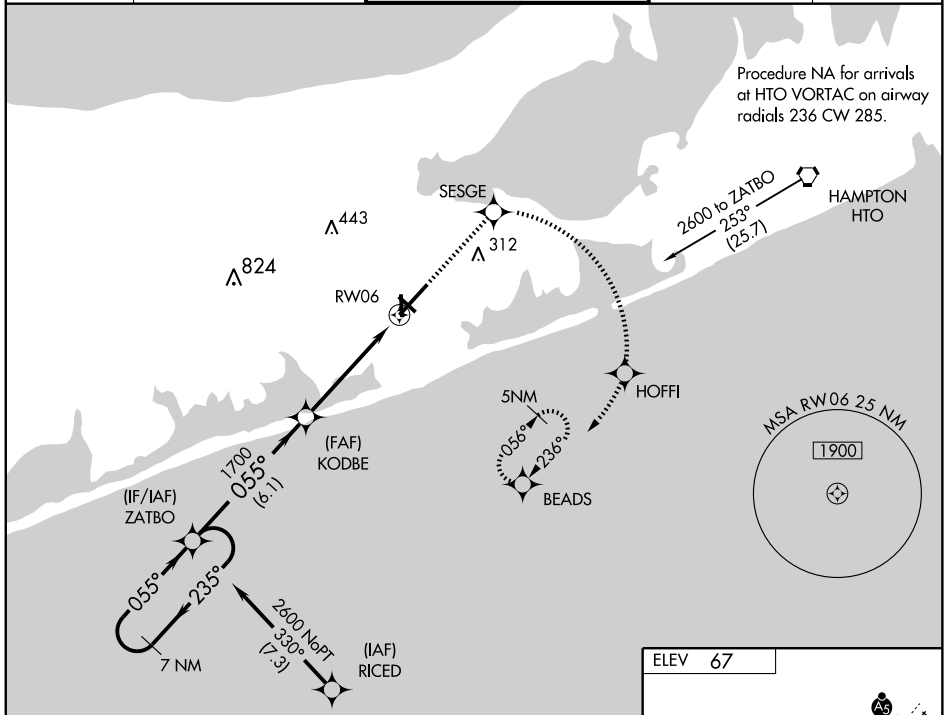
. . . . From over PONEE INT via BDL R-329 to BDL VORTAC; then via BDL R-140 to ORW VOR/DME, then via ORW R-204 to GON VOR/DME, then via GON R-220 to BOROS INT, then direct to CCC VOR/DME. Expect radar vectors to final approach course.

# RNAV (GPS) RWY 6

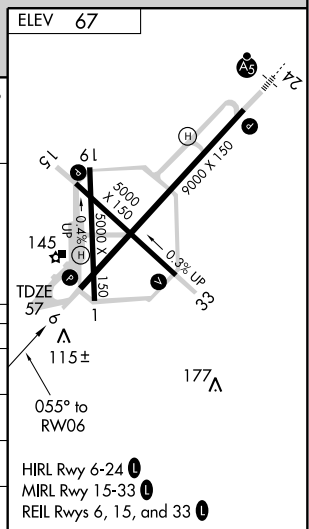
WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (F0K)

WAAS CH <b>81822</b> <b>W06A</b>	APP CRS <b>055°</b>	Rwy Idg TDZE Apt Elev	<b>9000</b> <b>57</b> <b>67</b>
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 DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 2600 direct SESGE and right turn via 154° track to HOFFI and via 236° track to BEADS and hold.		
ASOS 119.925	NEW YORK APP CON 125.975 343.65	SUFFOLK COUNTY TOWER ★ 125.3 (CTAF) 0 236.6	GND CON 121.8 225.4	UNICOM 122.95



7 NM Holding Pattern		ZATBO		2600 ↑	SESGE ✧	TRK 154° ↷	HOFFI ✧	TRK 236° ↑	BEADS ✧
2600 ← 235° 055° →		055°		KODBE		*1.0 NM to RW06		RW06	
GS 3.00° TCH 60		1700		*LNAV only					
		6.1 NM		3.9 NM		1.0			
CATEGORY	A	B	C	D					
LPV DA	332-1 275 (300-1)								
LNAV/ VNAV DA	415-1¼ 358 (400-1¼)								
LNAV MDA	440-1 383 (400-1)							440-1¼ 383 (400-1¼)	
CIRCLING	600-1¼ 533 (600-1¼)	640-1¼ 573 (600-1¼)	640-1½ 573 (600-1½)	640-2 573 (600-2)					





## RNAV (GPS) RWY 24

WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (F0K)

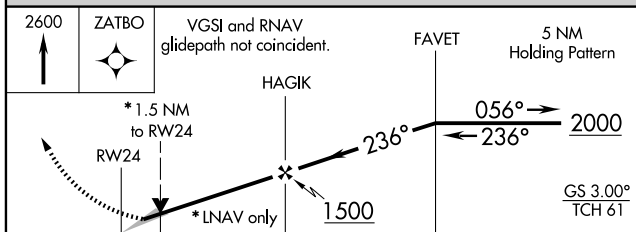
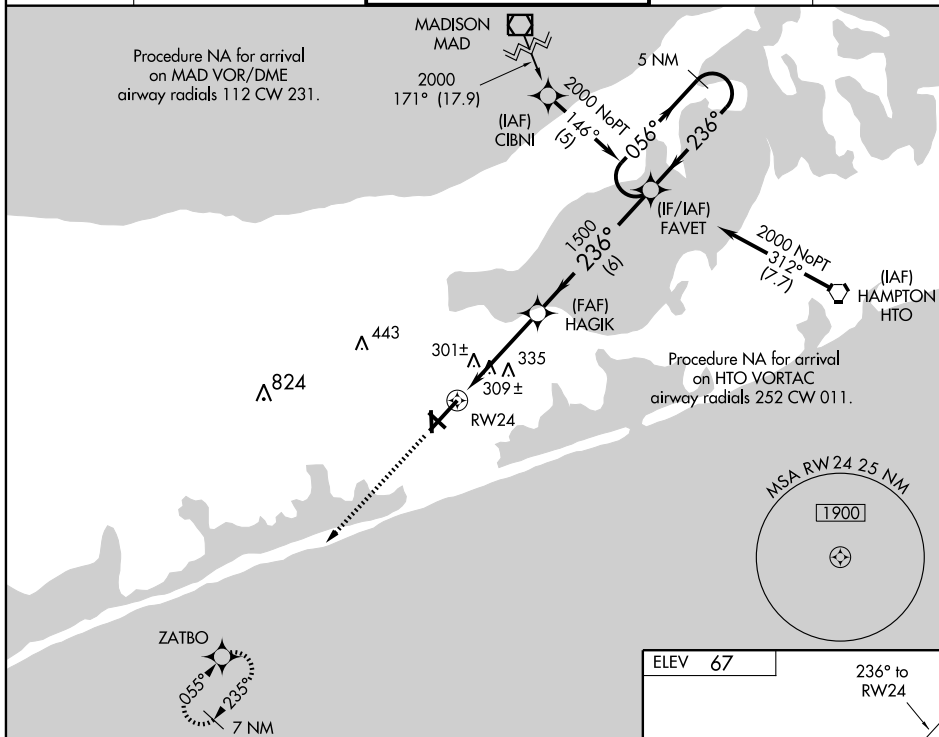
WAAS CH <b>40009</b> <b>W24A</b>	APP CRS <b>236°</b>	Rwy Idg TDZE Apt Elev <b>9000</b> <b>66</b> <b>67</b>
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**⚠** If local altimeter setting not received, use Long Island MacArthur altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Long Island MacArthur altimeter setting. Baro-VNAV NA below -15°C (5°F). For inoperative MALSR increase LPV visibility to 1 mile all CATs. DME/DME RNP-0.3 NA.

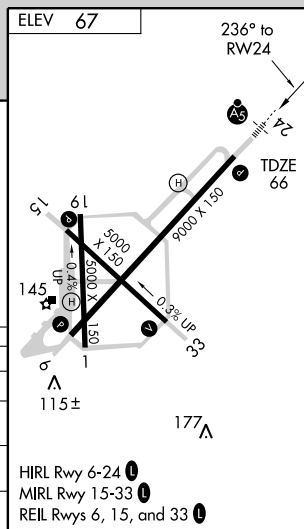


**MISSED APPROACH:**  
Climb to 2600 direct  
ZATBO and hold.

ASOS <b>119.925</b>	NEW YORK APP CON <b>125.975 343.65</b>	SUFFOLK COUNTY TOWER ★ <b>125.3 (CTAF) 0 236.6</b>	GND CON <b>121.8 225.4</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA	374-½		308 (400-½)	
LNAV/VNAV DA	614-1½		548 (600-1½)	
LNAV MDA	600-½ 534 (600-½)		600-1 534 (600-1)	600-1¼ 534 (600-1¼)
CIRCLING	620-2 553 (600-2)		640-2 573 (600-2)	



FOK TACAN Chan <b>47</b>	APCH CRS <b>063°</b>	Rwy Idg TDZE Arpt Elev	<b>9000</b> <b>57</b> <b>67</b>
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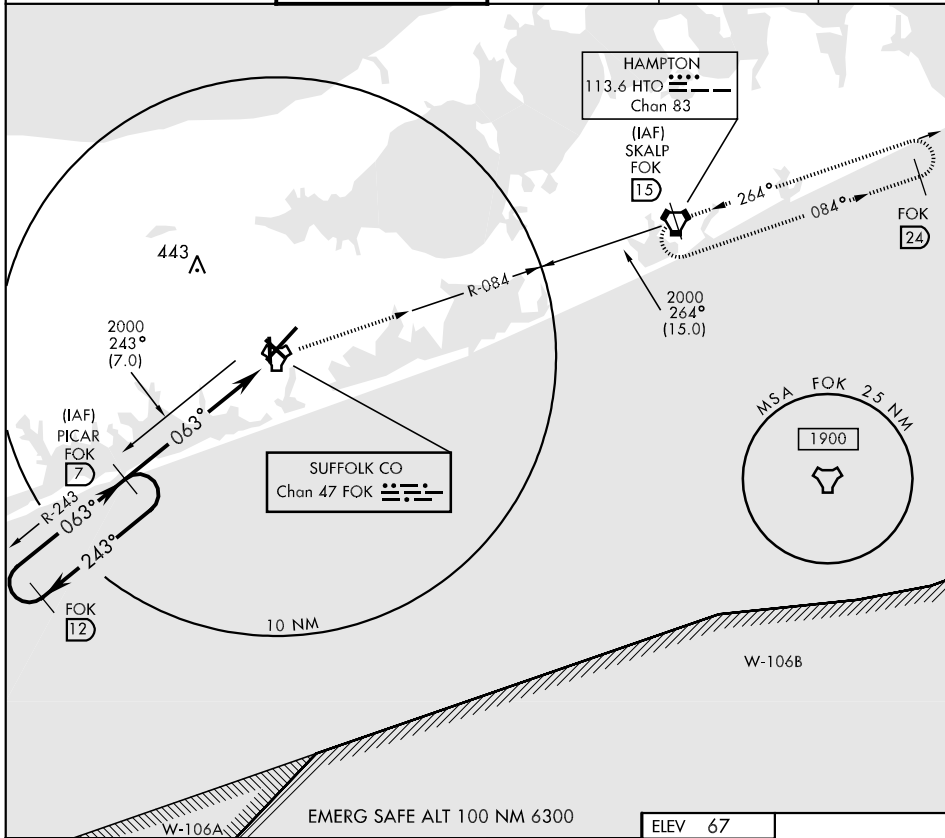
AL-996 [USAF]

WESTHAMPTON BEACH/  
FRANCIS S. GABRESKI (KFOK)

When control zone not effective, procedure not authorized.

MISSED APPROACH: Climbing right turn to 2000 via  
FOK TACAN R-084 to FOK 15 DME (SKALP) and hold.

NEW YORK APP CON <b>125.975 343.65</b>	SUFFOLK CO TOWER ★ <b>125.3 (CTAF) 0 236.6</b>	GND CON <b>121.8 225.4</b>	UNICOM <b>122.95</b>	ASOS <b>119.925</b>
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					ELEV 67
					2000 FOK R-084 SKALP 15
					PICAR 7 1.3 1.1 TACAN
					← 243° → 063° → 2000
					5.9 NM
CATEGORY	A	B	C	D	
S-6		380-1 323 (400-1)			
CIRCLING	600-1 533 (600-1)	620-1 553 (600-1)	620-1½ 553 (600-1½)	640-2 573 (600-2)	

WESTHAMPTON BEACH, NEW YORK

40° 51' N-72° 38' W

WESTHAMPTON BEACH/  
FRANCIS S. GABRESKI (KFOK)

FOK TACAN Chan <b>47</b>	APCH CRS <b>230°</b>	Rwy Idg TDZE Arpt Elev <b>9000</b> <b>66</b> <b>67</b>
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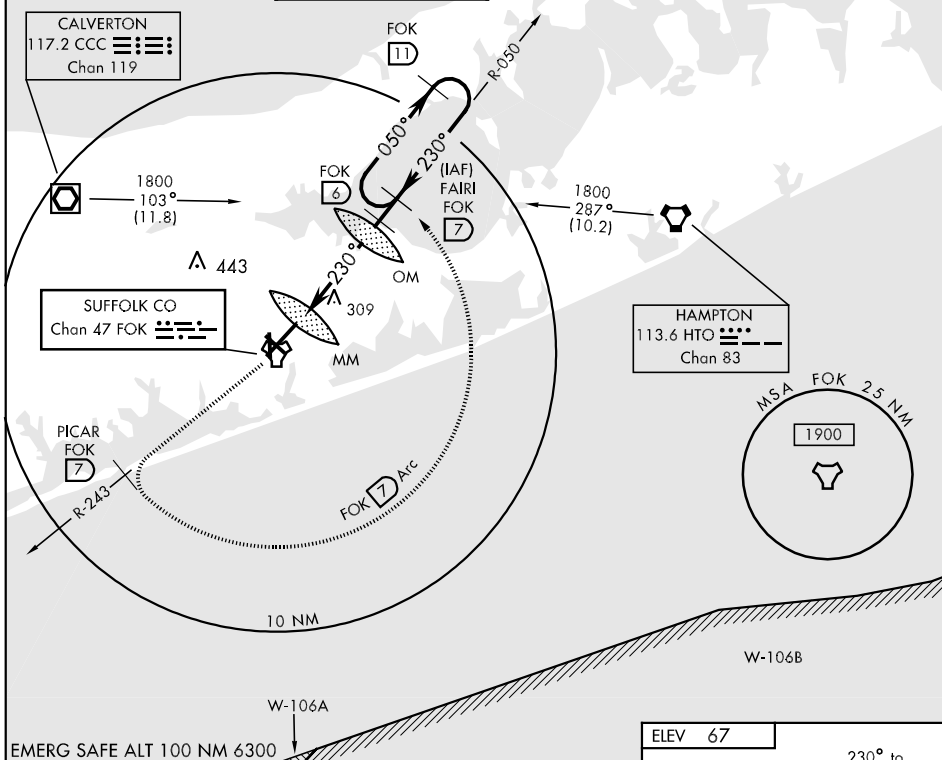
AL-996 [USAF]

WESTHAMPTON BEACH/  
FRANCIS S. GABRESKI (KFOK)

When control zone not effective, procedure not authorized.

MISSED APPROACH: Climb to 1800 via R-243 to 7 DME  
CCW Arc to FAIRI 7 DME and hold.

NEW YORK APP CON <b>125.975 343.65</b>	SUFFOLK CO TOWER ★ <b>125.3 (CTAF) 0 236.6</b>	GND CON <b>121.8 225.4</b>	UNICOM <b>122.95</b>	ASOS <b>119.925</b>
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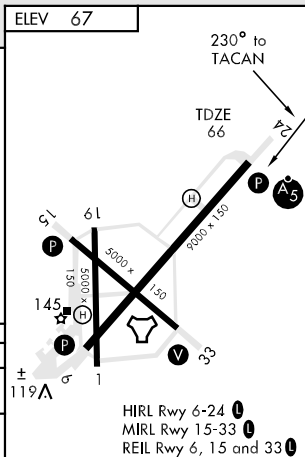


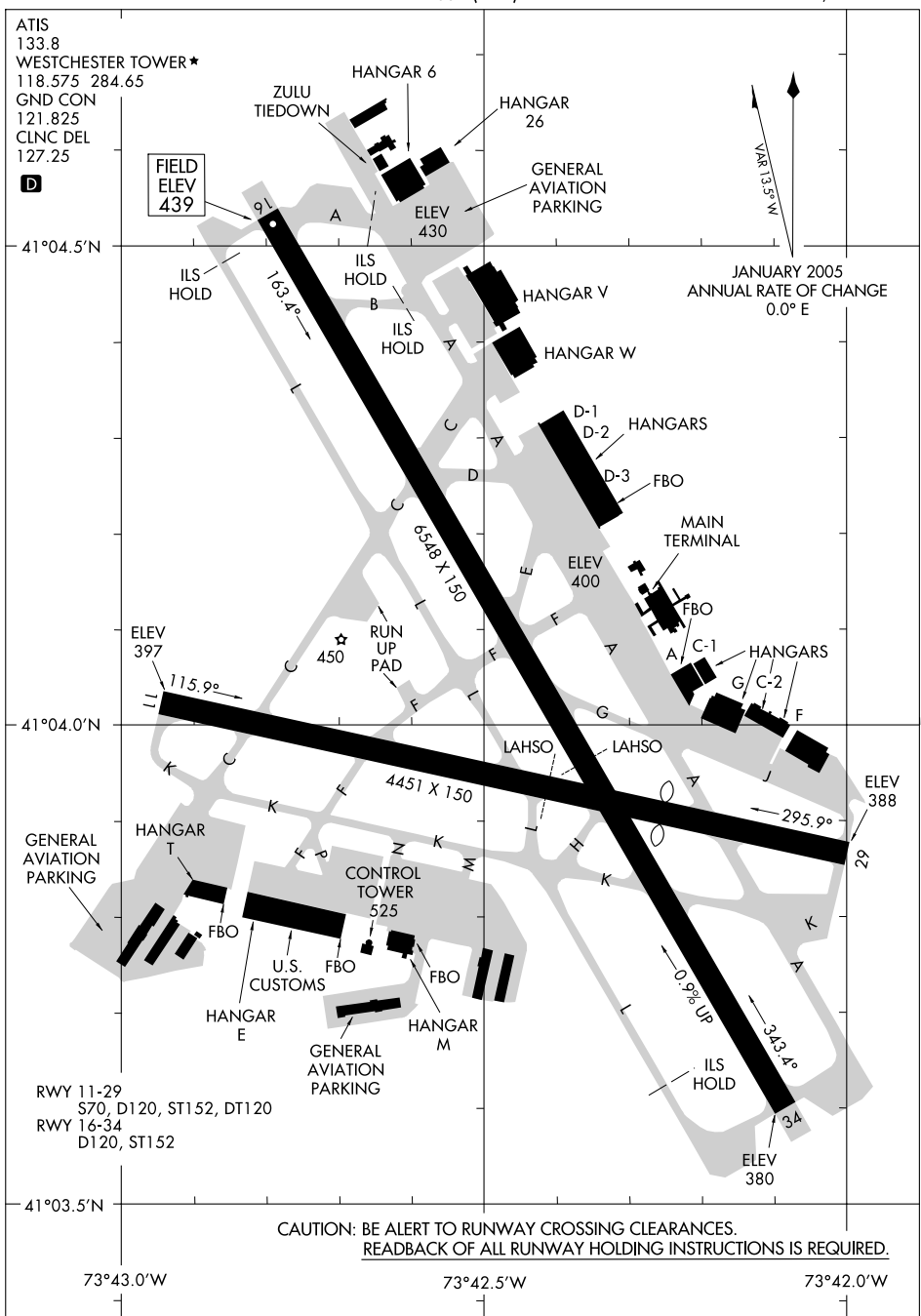
1800 ↑ FOK R-243	CCW 7 Arc	FAIRI 7
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FAIRI R-050  
FOK 7  
050°  
230°  
1800  
1500  
230°  
TACAN 1.2  
4.8 NM

CATEGORY	A	B	C	D
S-24	600-½ 534 (600-½)		600-1 534 (600-1)	600-1¼ 534 (600-1¼)
CIRCLING	600-1 533 (600-1)	620-1 553 (600-1)	620-1½ 553 (600-1½)	640-2 573 (600-2)



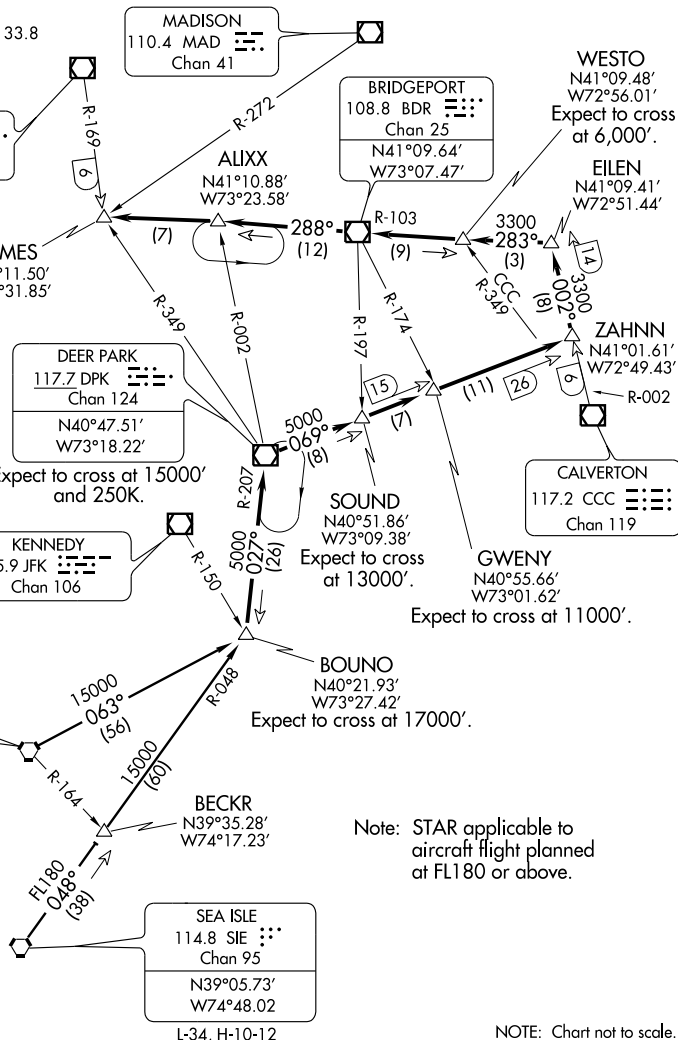


WESTCHESTER COUNTY  
WHITE PLAINS, NEW YORK

## BOUND FOUR ARRIVAL

WHITE PLAINS, NEW YORK

L-34. H-10-12



Note: STAR applicable to aircraft flight planned at FL180 or above.

NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

COYLE TRANSITION (CYN.BOUNO4): From over CYN VORTAC via CYN R-063 to BOUNO INT. Thence . . . .

SEA ISLE TRANSITION (SIE.BOUNO4): From over SIE VORTAC via SIE R-048 to BOUNO INT. Thence . . . .

... From over BOUNO INT via DPK R-207 to DPK VOR/DME, then via DPK R-069 to ZAHNN INT, then via CCC R-002 to EILEN INT, then via BDR R-103 to BDR VOR/DME, then via BDR R-288 to RYMES INT. Expect radar vectors to final approach course.

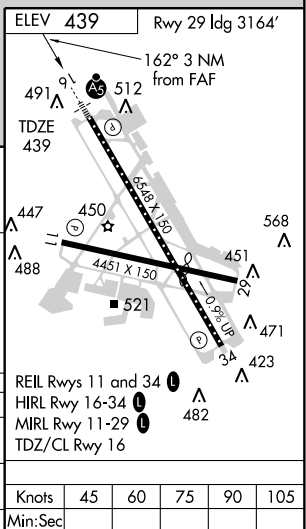
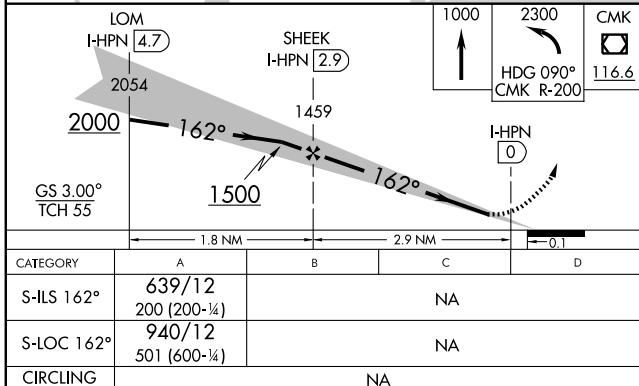
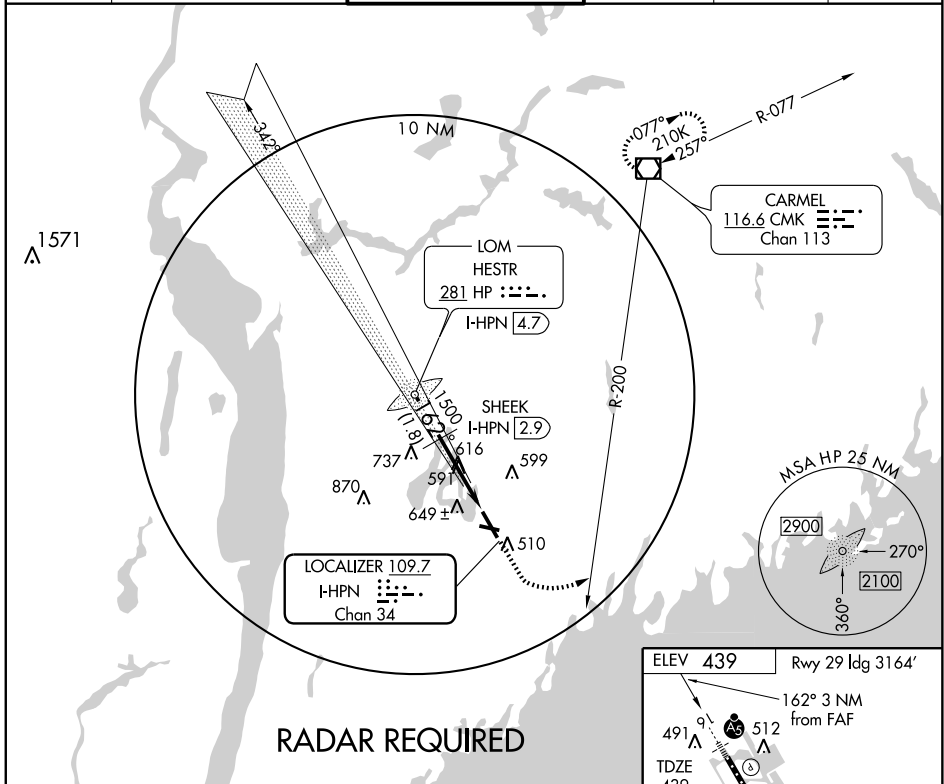
VE-2 17 DEC 2009 to 14 JAN 2010

LOC/DME I-HPN <b>109.7</b> Chan <b>34</b>	APP CRS <b>162°</b>	Rwy Idg <b>6548</b> TDZE <b>439</b> Apt Elev <b>439</b>
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# COPTER ILS or LOC/DME RWY 16

WHITE PLAINS/WESTCHESTER COUNTY (HPN)

		MALSR 	MISSED APPROACH: Climb to 1000, then climbing left turn to 2300 via heading 090° and CMK R-200 to CMK VOR/DME and hold.		
ATIS <b>133.8</b>	NEW YORK APP CON <b>126.4 120.8 257.65</b>	WESTCHESTER TOWER ★ <b>118.575 (CTAF) 0 284.65</b>	GND CON <b>121.825</b>	CLNC DEL <b>127.25</b>	UNICOM <b>122.95</b>



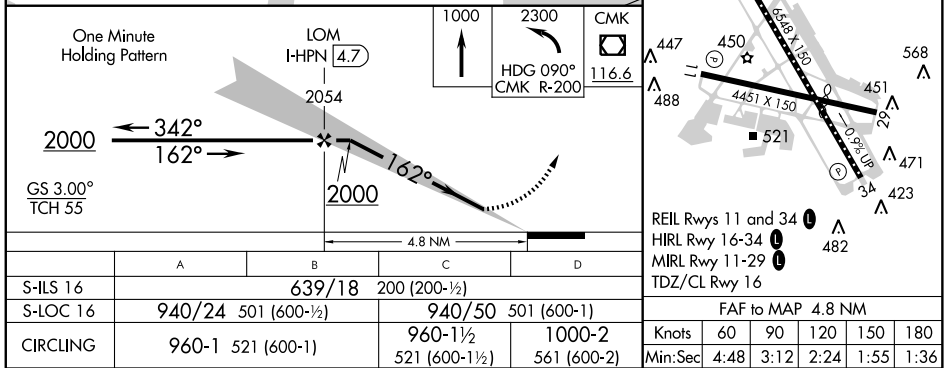
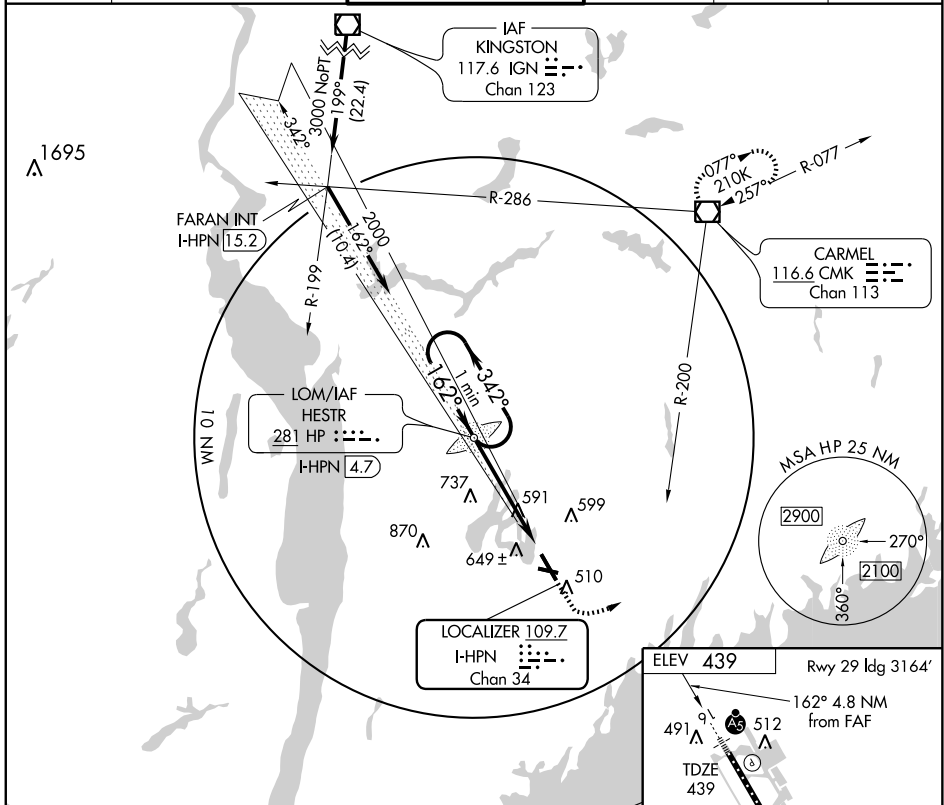
LOC/DME I-HPN <b>109.7</b> Chan <b>34</b>	APP CRS <b>162°</b>	Rwy Idg <b>6548</b> TDZE <b>439</b> Apt Elev <b>439</b>
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# ILS or LOC RWY 16

WHITE PLAINS/WESTCHESTER COUNTY (HPN)

▼ ▲	For inoperative MALS, increase S-LOC 16 Cats A, B visibility to RVR 5000.	MALS ▲	MISSED APPROACH: Climb to 1000, then climbing left turn to 2300 via heading 090° and CMK R-200 to CMK VOR/DME and hold.
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ATIS <b>133.8</b>	NEW YORK APP CON <b>126.4 120.8 257.65</b>	WESTCHESTER TOWER ★ <b>118.575 (CTAF) 0 284.65</b>	GND CON <b>121.825</b>	CLNC DEL <b>127.25</b>	UNICOM <b>122.95</b>
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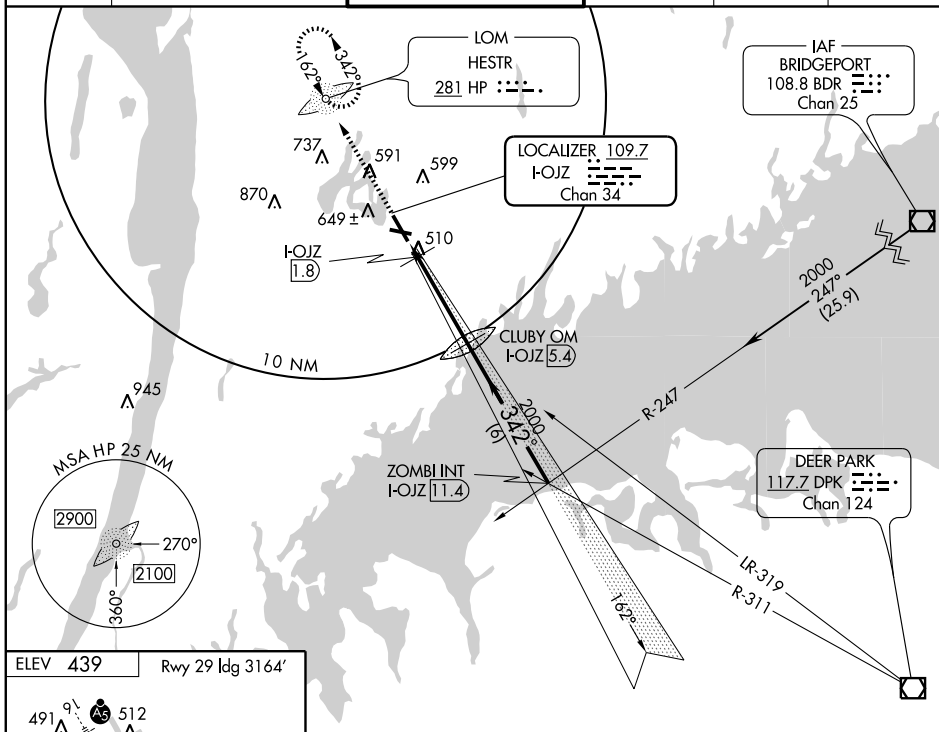
AL-651 (FAA)

ILS or LOC RWY 34

WHITE PLAINS/WESTCHESTER COUNTY (HPN)

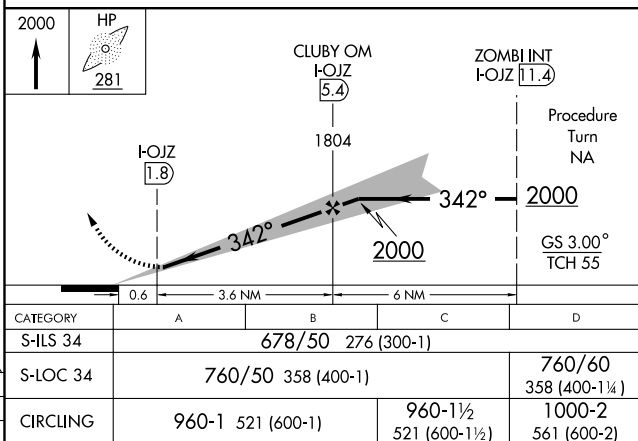
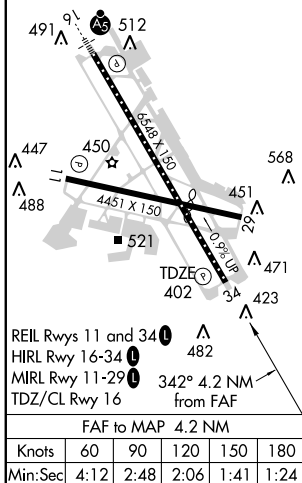
**MISSED APPROACH:** Climb to 2000 direct HP LOM and hold.

ATIS	NEW YORK APP CON			WESTCHESTER TOWER ★	GND CON	CLNC DEL	UNICOM
133.8	126.4	120.8	257.65	118.575 (CTAF) 0 284.65	121.825	127.25	122.95



NE-2, 17 DEC 2009 to 14 JAN 2010

ELEV 439	Rwy 29 ldg 3164'
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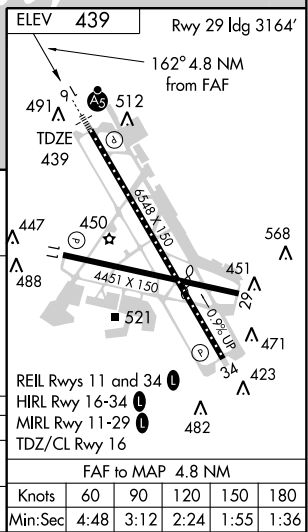
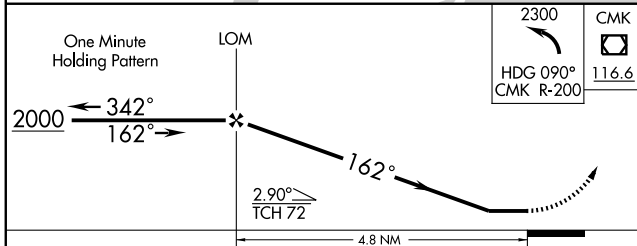
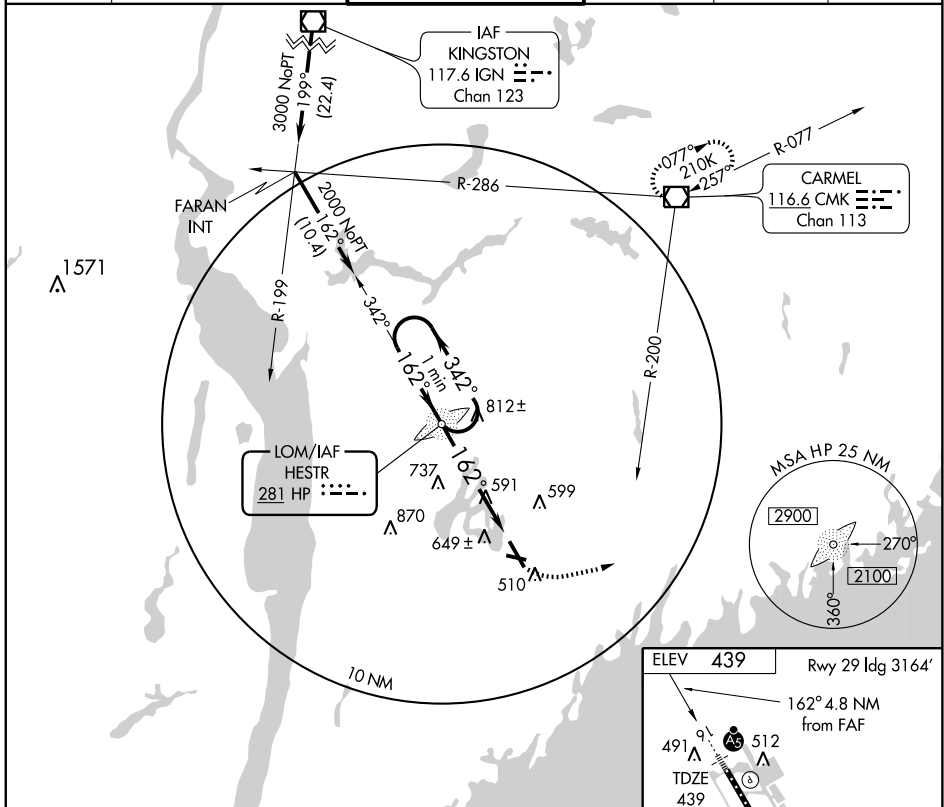


# NDB RWY 16

WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

LOM HP <b>281</b>	APP CRS <b>162°</b>	Rwy Idg TDZE Apt Elev <b>6548</b> <b>439</b> <b>439</b>
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<div> <div> <div></div> <div></div> </div> </div>		<div> <div>MALSR</div> <div> <div></div> <div></div> </div> </div>	<div> <div>MISSED APPROACH: Climbing left turn to 2300 via heading 090° and CMK R-200 to CMK VOR/DME and hold.</div> </div>		
<div> <div>ATIS</div> <div><b>133.8</b></div> </div>	<div> <div>NEW YORK APP CON</div> <div><b>126.4 120.8 257.65</b></div> </div>	<div> <div>WESTCHESTER TOWER ★</div> <div><b>118.575 (CTAF) 0 284.65</b></div> </div>	<div> <div>GND CON</div> <div><b>121.825</b></div> </div>	<div> <div>CLNC DEL</div> <div><b>127.25</b></div> </div>	<div> <div>UNICOM</div> <div><b>122.95</b></div> </div>

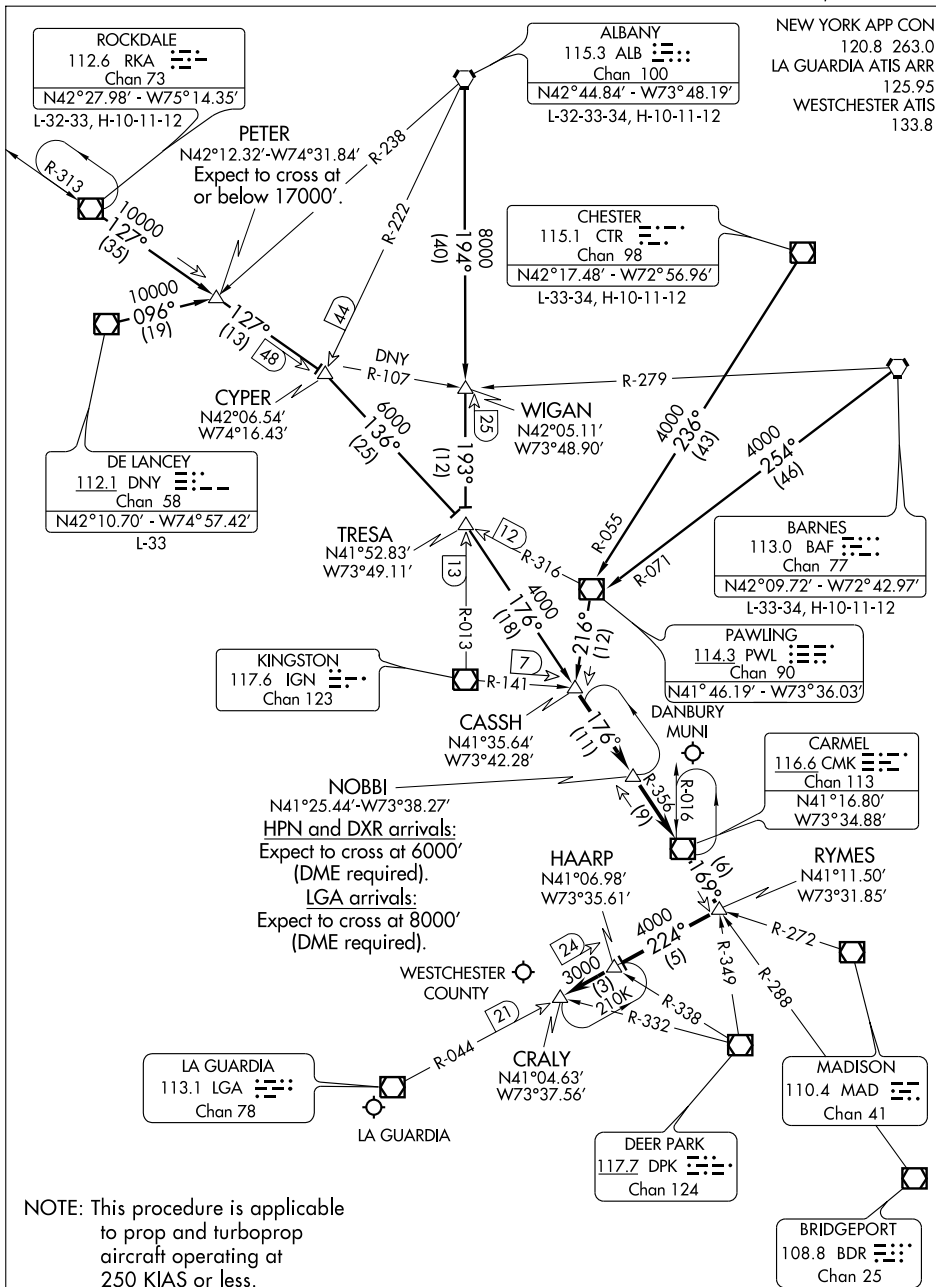


CATEGORY	A	B	C	D
S-16	1120/40	681 (700-¾)	1120 - 1½ 681 (700-1½)	1120 - 2 681 (700-2)
CIRCLING	1120 - 1	681 (700-1)	1120 - 2 681 (700-2)	1120 - 2¼ 681 (700-2¼)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

## NOBBI FIVE ARRIVAL

NEW YORK, NEW YORK



NE-2, 17 DEC 2009 to 14 JAN 2010

(NARRATIVE ON FOLLOWING PAGE)

## ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.NOBBI5): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

BARNES TRANSITION (BAF.NOBBI5): From over BAF VORTAC via BAF R-254 and PWL R-071 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

CHESTER TRANSITION (CTR.NOBBI5): From over CTR VOR/DME via CTR R-236 and PWL R-055 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

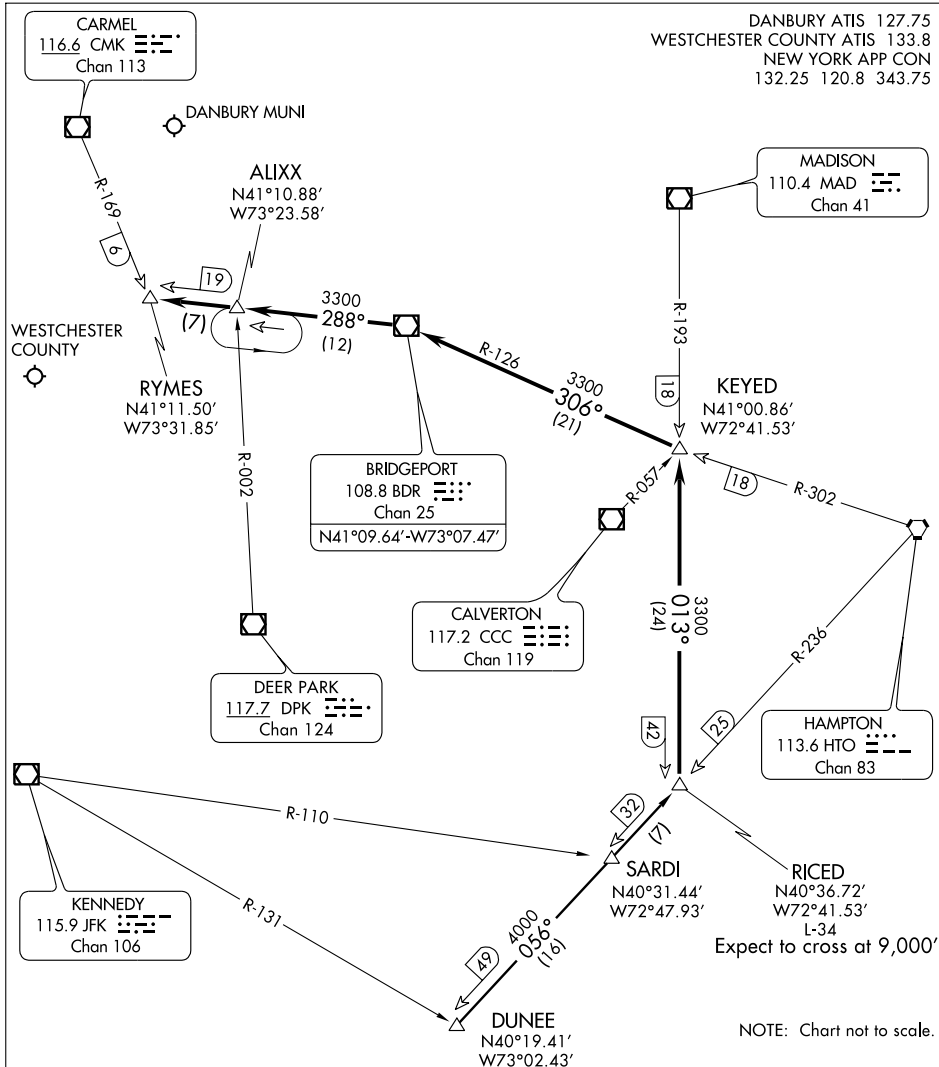
DE LANCEY TRANSITION (DNY.NOBBI5): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPHER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

ROCKDALE TRANSITION (RKA.NOBBI5): From over RKA VOR/DME via RKA R-127 to CYPHER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

. . . .From over CASSH INT via CMK R-356 to CMK VOR/DME, then via CMK R-169 to RYMES INT, then via LGA VOR/DME R-044 to HAARP INT to CRALY INT. Expect radar vectors to final approach course.

## RICED FOUR ARRIVAL (RICED.RICED4)

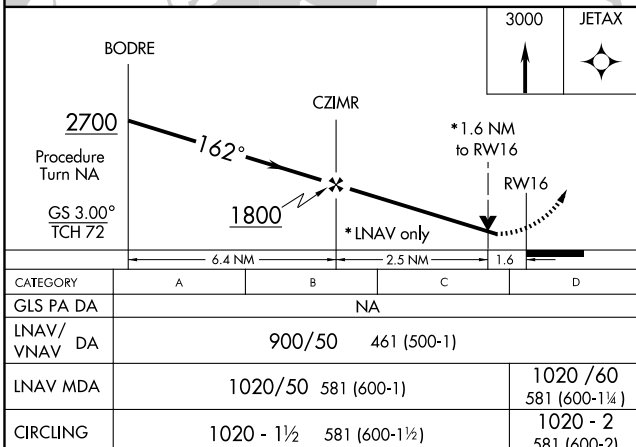
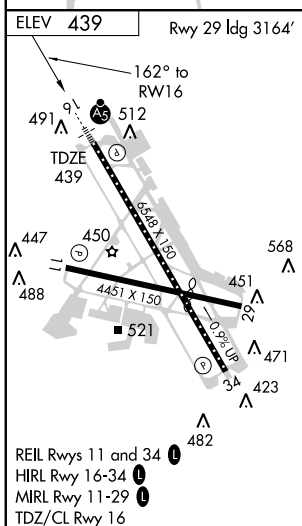
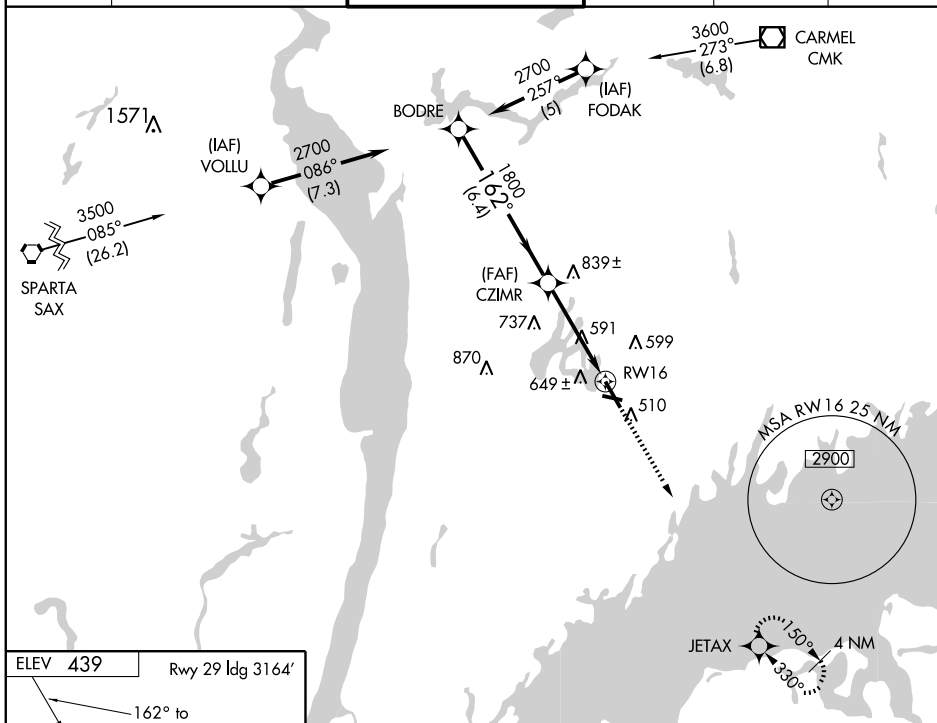
WHITE PLAINS, NEW YORK



APP CRS  
**162°**Rwy Idg **6548**  
TDZE **439**  
Apt Elev **439****RNAV (GPS) RWY 16**

WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
Baro-VNAV NA below -15°C (5°F).  
Inoperative table does not apply to LNAV Cat A/B.

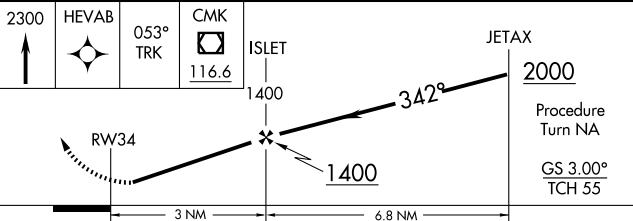
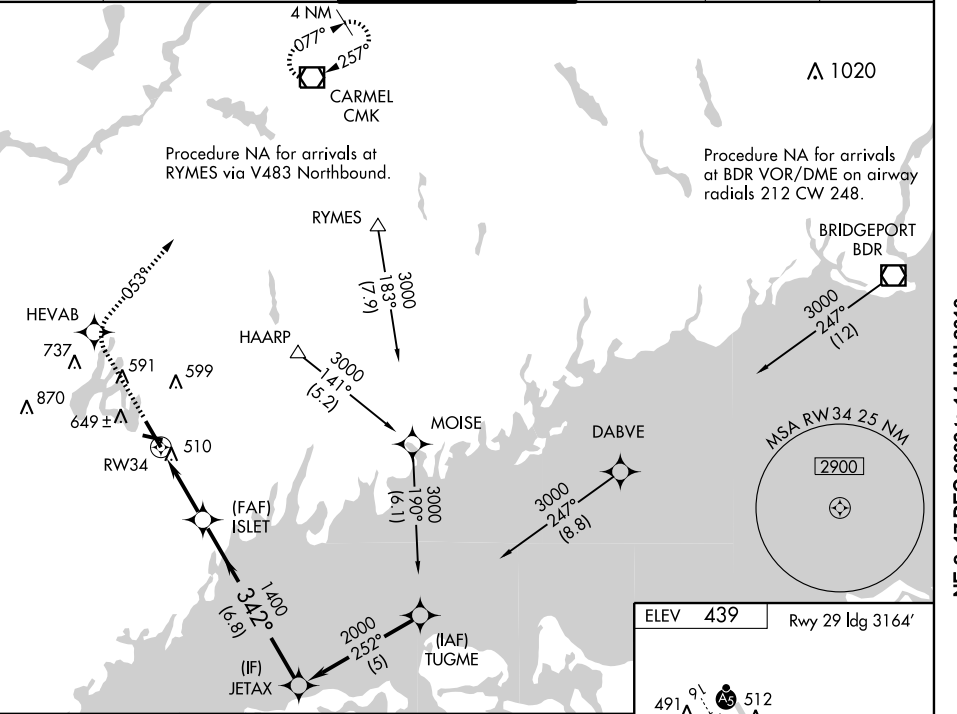
MALSR  
ASMISSED APPROACH: Climb to 3000  
direct JETAX WP and hold.ATIS  
**133.8**NEW YORK APP CON  
**126.4 120.8 257.65**WESTCHESTER TOWER ★  
**118.575 (CTAF) 0 284.65**GND CON  
**121.825**CLNC DEL  
**127.25**UNICOM  
**122.95**

WAAS CH <b>99410</b> <b>W34A</b>	APP CRS <b>342°</b>	Rwy Idg TDZE Apt Elev	<b>6548</b> <b>402</b> <b>439</b>
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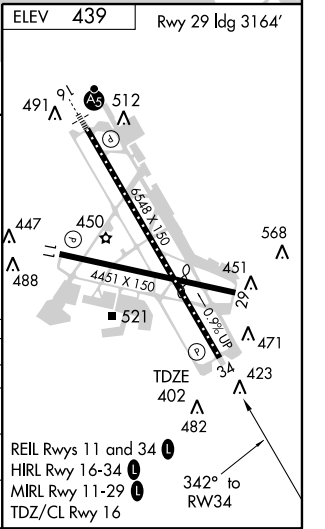
**⚠** Circling to Rwy 34, Rwy 29, and Rwy 11 NA at night. Baro-VNAV NA when using La Guardia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use La Guardia altimeter setting and increase LPV DA to 833 ft; LNAV/VNAV DA to 884 ft, and all MDA 120 ft; increase LPV and LNAV/VNAV visibility ¼ mile all Cats; LNAV Cat C ¼ mile, Cat D ½ mile; Circling Cat C and D ½ mile.

**⚠** MISSED APPROACH: Climb to 2300 direct HEVAB and via 053° track to CMK VOR/DME and hold.

ATIS <b>133.8</b>	NEW YORK APP CON <b>126.4 120.8 257.65</b>	WESTCHESTER TOWER ★ <b>118.575 (CTAF) 0 284.65</b>	GND CON <b>121.825</b>	CLNC DEL <b>127.25</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA	730/60 328 (300-1¼)			
LNAV/VNAV DA	781-1½ 379 (400-1½)			
LNAV MDA	820/50 418 (400-1)		820/60 418 (400-1¼)	
CIRCLING	960-1 521 (600-1)		960-1½ 521 (600-1½)	
			1000-2 561 (600-2)	

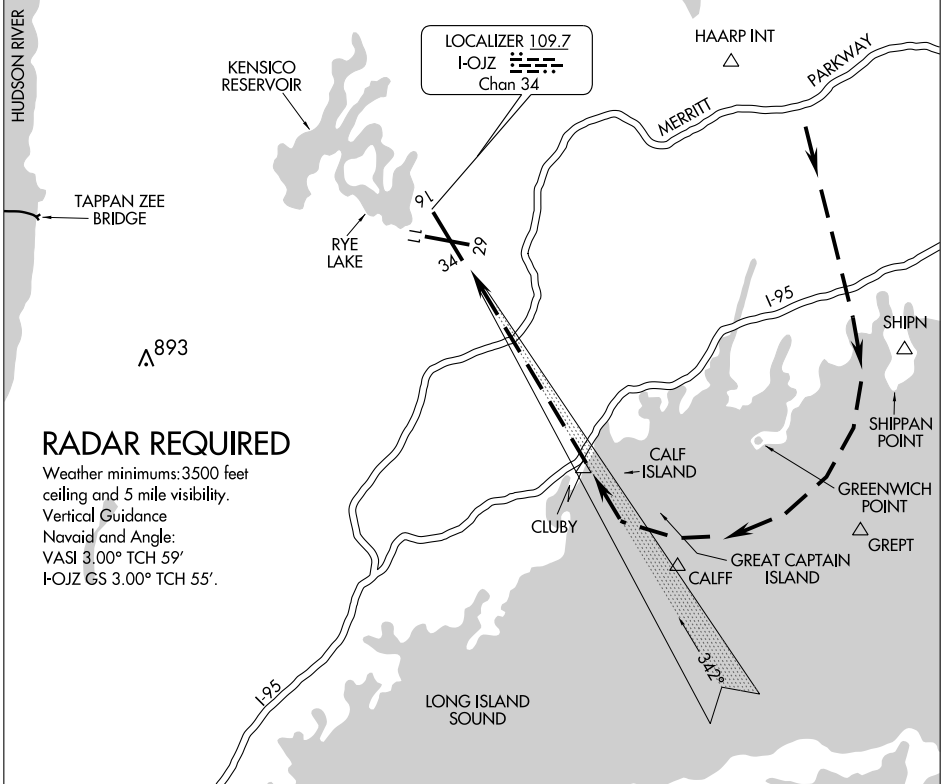


NE-2: 17 DEC 2009 to 14 JAN 2010

# SOUND VISUAL RWY 34

WHITE PLAINS/ WESTCHESTER COUNTY (HPN)  
WHITE PLAINS, NEW YORK

ATIS 133.8  
NEW YORK APP CON  
126.4 120.8 257.65  
WESTCHESTER TOWER ★  
118.575 (CTAF) 284.65  
GND CON  
121.825  
CLNC DEL  
127.25  
UNICOM 122.95



## RADAR REQUIRED

Weather minimums: 3500 feet ceiling and 5 mile visibility.  
Vertical Guidance  
Navaid and Angle:  
VASI 3.00° TCH 59'  
I-OJZ GS 3.00° TCH 55'.

1 NM 3 4 5 6 7 8 9 10 11 12 13 14 15 16

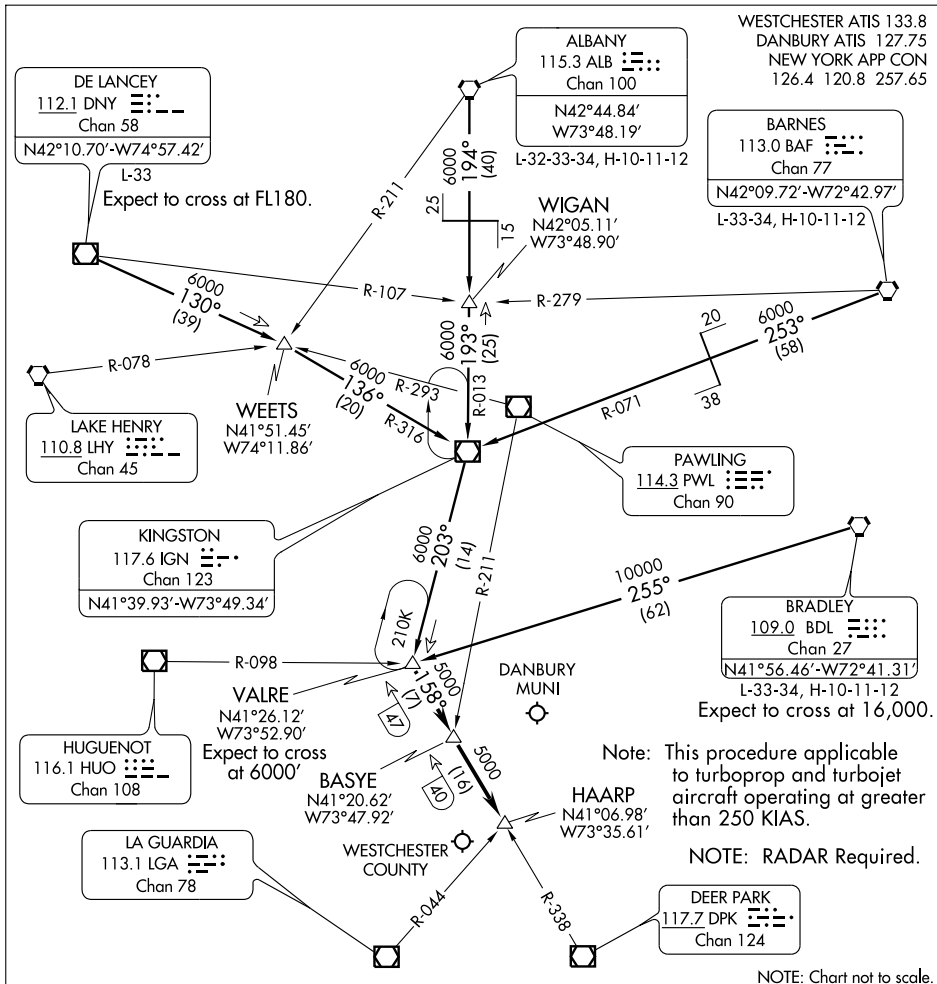
## SOUND VISUAL RWY 34

When cleared for a Sound Approach to RWY 34, maintain 3000 feet until south of the shoreline on base leg (2000 feet when authorized by ATC).

Fly depicted track to remain offshore of Greenwich Point.

## VALRE THREE ARRIVAL

WHITE PLAINS, NEW YORK



## ARRIVAL ROUTE DESCRIPTION

**ALBANY TRANSITION (ALB.VALRE3):** From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . .

**BARNES TRANSITION (BAF.VALRE3):** From over BAF VORTAC via BAF R-253 and IGN R-071 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . .

**BRADLEY TRANSITION (BDL.VALRE3):** From over BDL VORTAC via BDL R-255 to VALRE INT. Thence. . .

**DE LANCEY TRANSITION (DNY.VALRE3):** From over DNY VOR/DME via DNY R-130 to WEETS INT, then via IGN R-316 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . .

. . . From over VALRE INT via DPK VOR/DME R-338 to HAARP INT. Expect radar vectors to final approach course.



VOR/DME CMK <b>116.6</b> Chan <b>113</b>	APP CRS <b>217°</b>	Rwy Idg N/A TDZE N/A Apt Elev <b>439</b>
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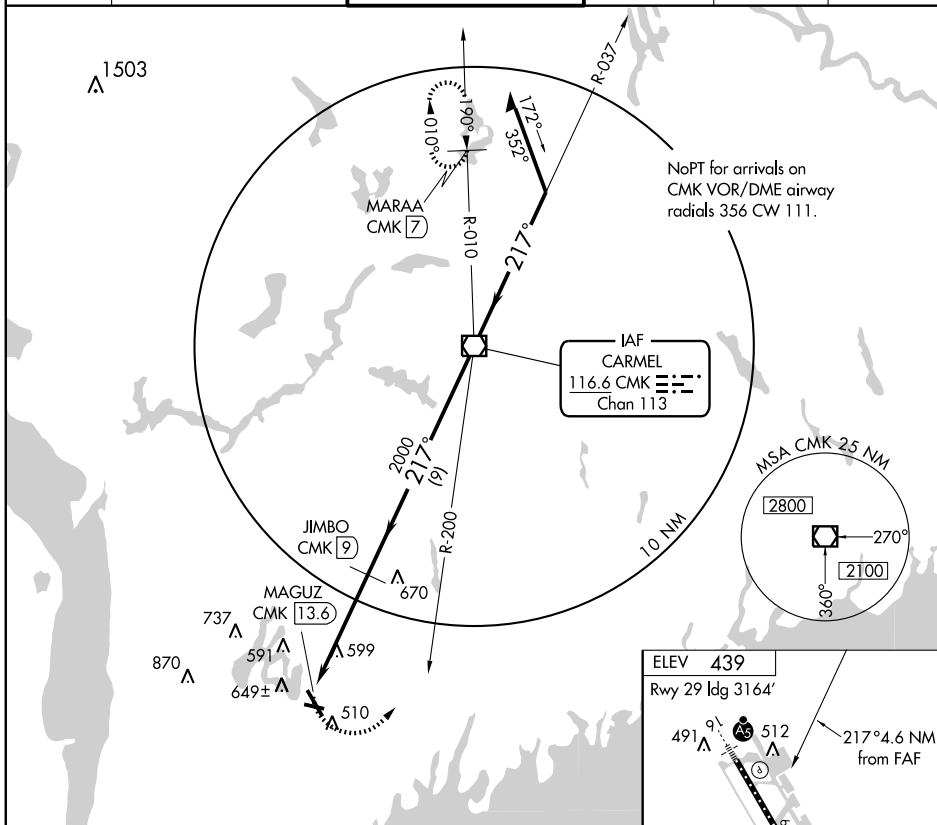
VOR/DME-A


WHITE PLAINS/ WESTCHESTER COUNTY (HPN)



**MISSED APPROACH:** Climbing left turn to 2400 via heading 050° and CMK R-200 to CMK VOR/DME, then via CMK R-010 to MARAA CMK 7 DME and hold.

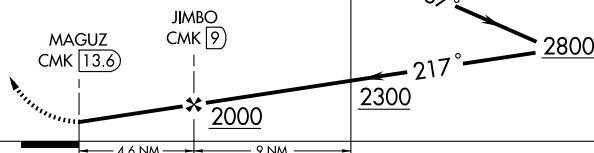
ATIS	NEW YORK APP CON	WESTCHESTER TOWER ★	GND CON	CLNC DEL	UNICOM
133.8	126.4 120.8 257.65	118.575 (CTAF) 0 284.65	121.825	127.25	122.95



2400 HDG 050° CMK R-200	CMK  <u>116.6</u>	CMK R-010	MARAA CMK <span style="border: 1px solid black; padding: 0 2px;">7</span>
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VOR/DME

Remain within 10 NM



ELEV 439

Rwy 29 ldg 3164'

491 VOR

512 VOR

217° 4.6 NM from FAF

447 VOR

450 VOR

451 VOR

471 VOR

423 VOR

482 VOR

521 TIS

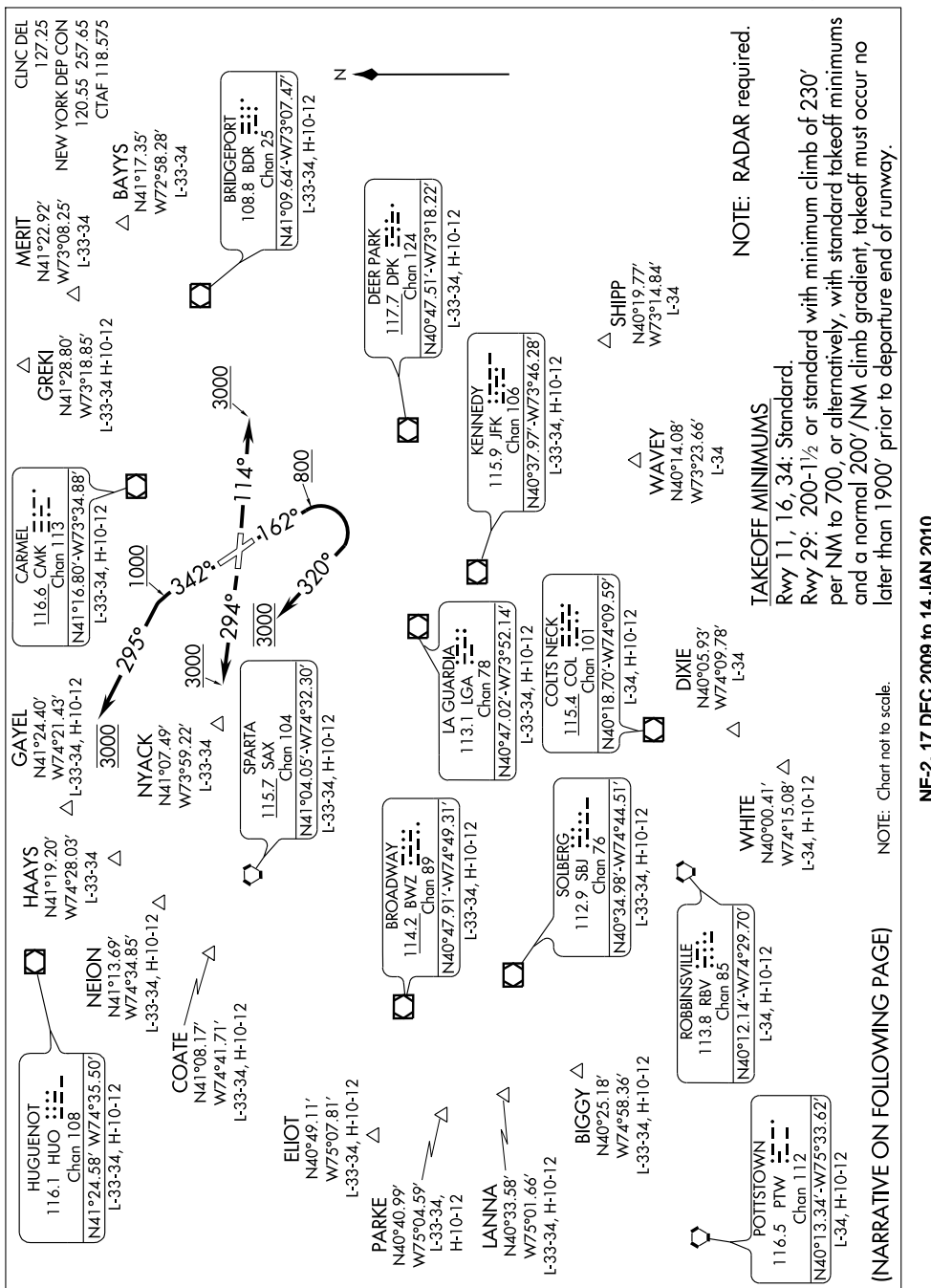
REIL Rwy 16 and 34

HIRL Rwy 16-34

MIRL Rwy 11-29

TDZ/CL Rwy 16

CATEGORY	A	B	C	D						
CIRCLING	960 - 1	521 (600- 1)	960 - 1½ 521 (600- 1½)	1000 - 2 561 (600-2)	Knots	60	90	120	150	180
					Min:Sec					



## WESTCHESTER TWO DEPARTURE

WHITE PLAINS, NEW YORK



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climb heading 114° to 3000 feet. Thence....

TAKE-OFF RUNWAY 29: Climb heading 294° to 3000 feet. Thence....

\*TAKE-OFF RUNWAY 16: Climb heading 162° to 800 feet then turn right heading 320°, maintain 3000 feet. Thence....

TAKE-OFF RUNWAY 34: Climb heading 342° to 1000 feet then turn left heading 295°, maintain 3000 feet. Thence....

.... via vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

\*NOTE: Do not exceed 190 KIAS until established on heading 320°. Advise clearance delivery if unable to comply.

NOTE: BAYYS departures expect vectors to BDR VOR/DME or BDR R-054.

NOTE: BIGGY departures expect vectors to SBJ/SBJ R-237.

NOTE: COATE departures expect vectors to SAX VORTAC or SAX R-311.

NOTE: DIXIE departures expect vectors to COL/COL R-192.

NOTE: ELIOT departures expect vectors to SAX R-252.

NOTE: GAYEL departures expect vectors to DPK R-320.

NOTE: GREKI departures expect vectors to CMK R-057.

NOTE: HAAYS departures expect vectors to HUO R-145.

NOTE: LANNA departures expect vectors to PTW R-059.

NOTE: MERIT departures expect vectors to LGA R-055.

NOTE: NEION departures expect vectors to LGA R-322.

NOTE: PARKE departures expect vectors to BWZ/BWZ R-250.

NOTE: SHIPP departures expect vectors to JFK/JFK R-139.

NOTE: WAVEY departures expect vectors to JFK/JFK R-156.

NOTE: WHITE departures expect vectors to COL VOR/DME or COL R-204.

## TAKEOFF OBSTACLES:

Rwy 11: Trees beginning 170' from DER, left and right of centerline, up to 96' AGL/526' MSL. Terrain 140' from DER, 248' left of centerline, 0 AGL/392' MSL'.

Rwy 16: Windsock and trees beginning 309' from DER, 187' left of centerline, up to 101' AGL/510' MSL. Trees beginning 1005' from DER, 90' right of centerline, up to 127' AGL/436' MSL. Poles 3433' from DER, 604' left of centerline, up to 105' AGL/510' MSL. Terrain 273' from DER, 515' left of centerline, 0' AGL/387' MSL.

Rwy 34: Windsock 167' from DER, 282' right of centerline, 26' AGL/456' MSL. Trees 612' from DER, 560' left of centerline, up to 81' AGL/491' MSL. Trees beginning 2011' from DER, 751' right of centerline, up to 104' AGL/504' MSL. OL on DME 605' from DER, 263' right of centerline, 20' AGL/454' MSL.

Rwy 29: Trees beginning 6' from DER, 14' right of centerline, up to 103' AGL/593' MSL. Pole and trees beginning 425' from DER, 228' left of centerline, up to 108' AGL/488' MSL. Tank 1.19 NM DER, 751' right of centerline, 86' AGL/599' MSL. Pole 212' from DER, 485' right of centerline, 23' AGL/417' MSL.

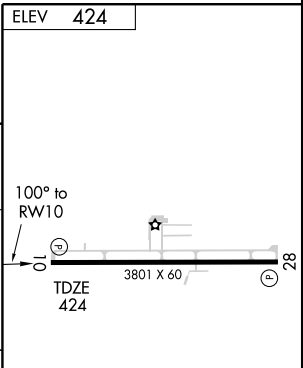
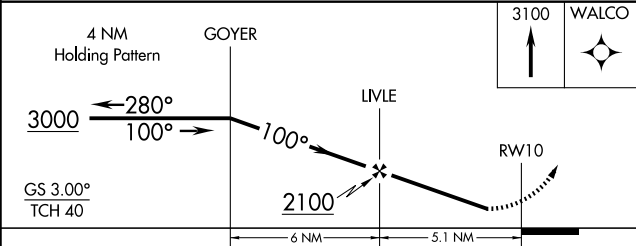
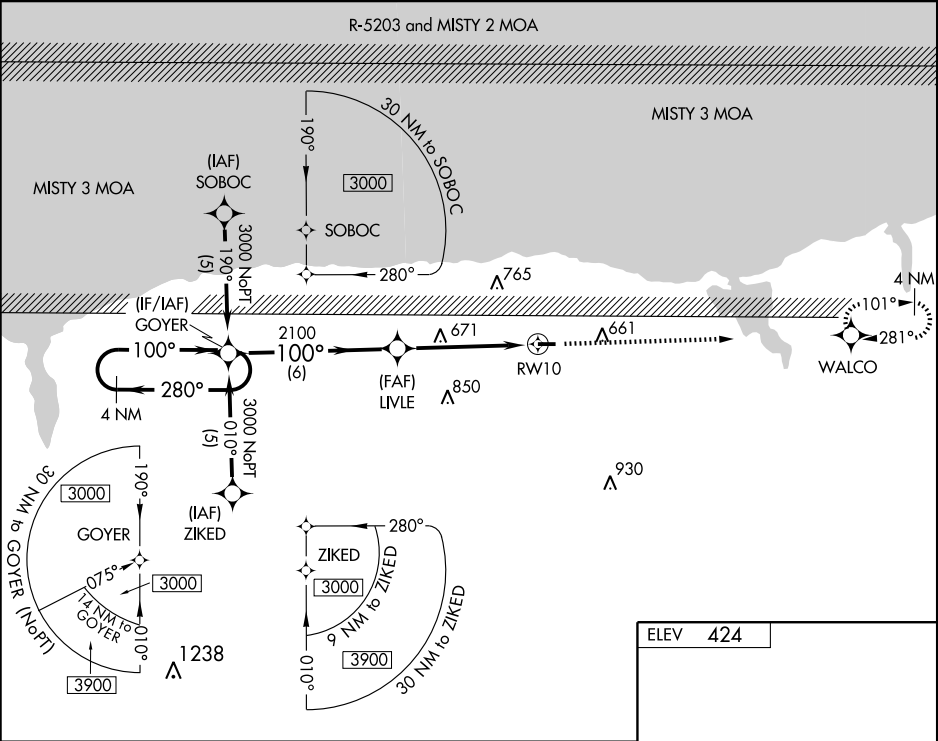
WAAS CH <b>90507</b> <b>W10A</b>	APP CRS <b>100°</b>	Rwy Idg TDZE Apt Elev	<b>3801</b> <b>424</b> <b>424</b>
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# RNAV (GPS) RWY 10

WILLIAMSON-SODUS (SDC)

 NA	DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rochester altimeter setting and increase all DA 77 feet and all MDA 80 feet, LPV all Cats visibility ¼ mile, and circling Cat C visibility ½ mile.	MISSED APPROACH: Climb to 3100 direct WALCO and hold.
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AWOS-3 <b>124.2</b>	ROCHESTER APP CON <b>119.55 269.6</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	760 - 1¼ 336 (400-1¼)			NA
LNAV MDA	940 - 1	516 (600-1)	940 - 1½ 516 (600-1½)	NA
CIRCLING	940 - 1 516 (600-1)	960 - 1 536 (600-1)	1020 - 1½ 596 (600-1½)	NA

MIRL Rwy 10-28 0

APP CRS <b>280°</b>	Rwy Idg TDZE Apt Elev	<b>3801</b> <b>422</b> <b>424</b>
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# RNAV (GPS) RWY 28

WILLIAMSON-SODUS (SDC)



NA

Procedure NA at night. DME/DME RNP-0.3 NA.

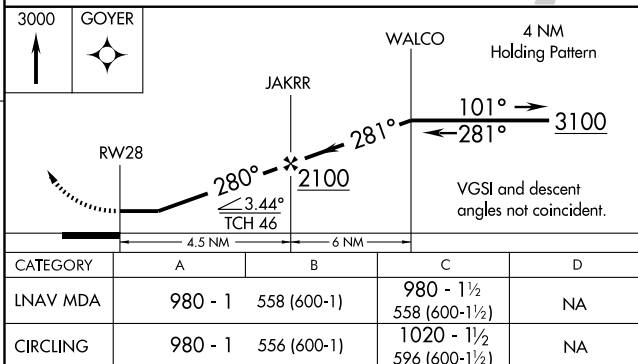
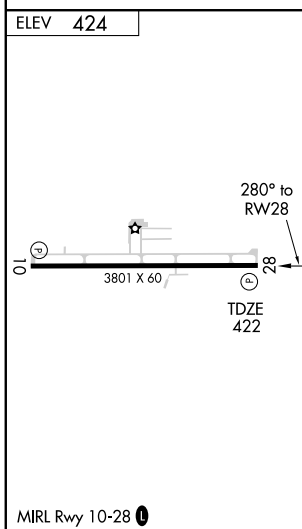
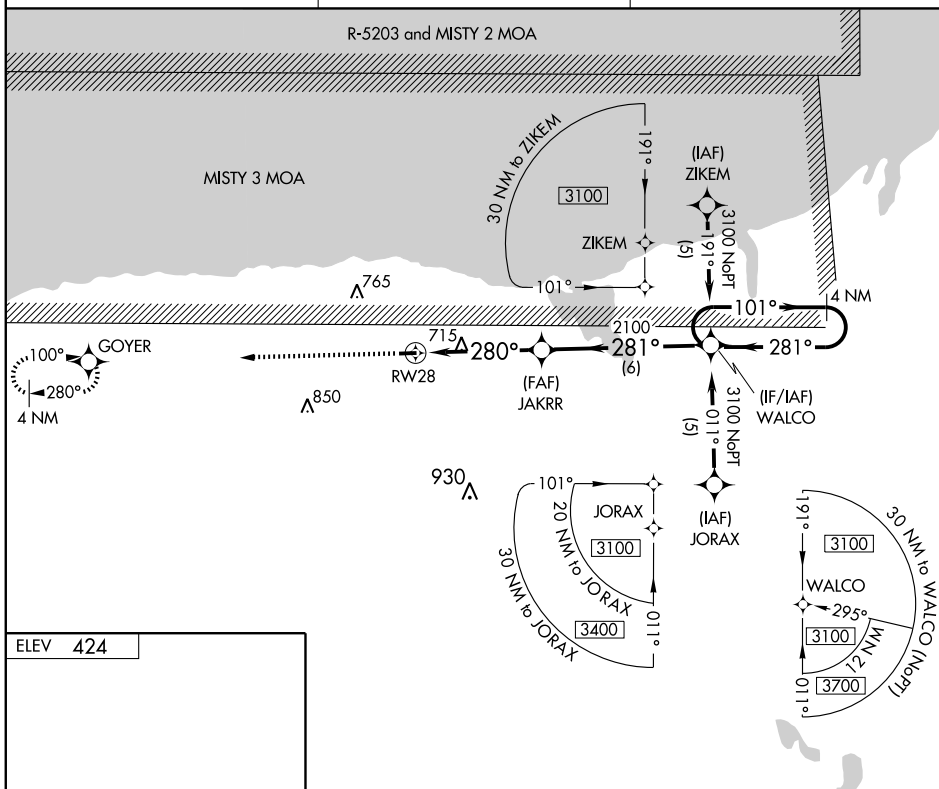
Visibility reduction by helicopters NA. When local altimeter setting not received, use Rochester altimeter setting and increase all MDA 80 ft, LNAV Cat C visibility ¼ mile and circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct GOYER and hold.

AWOS-3  
**124.2**

ROCHESTER APP CON  
**119.55 269.6**

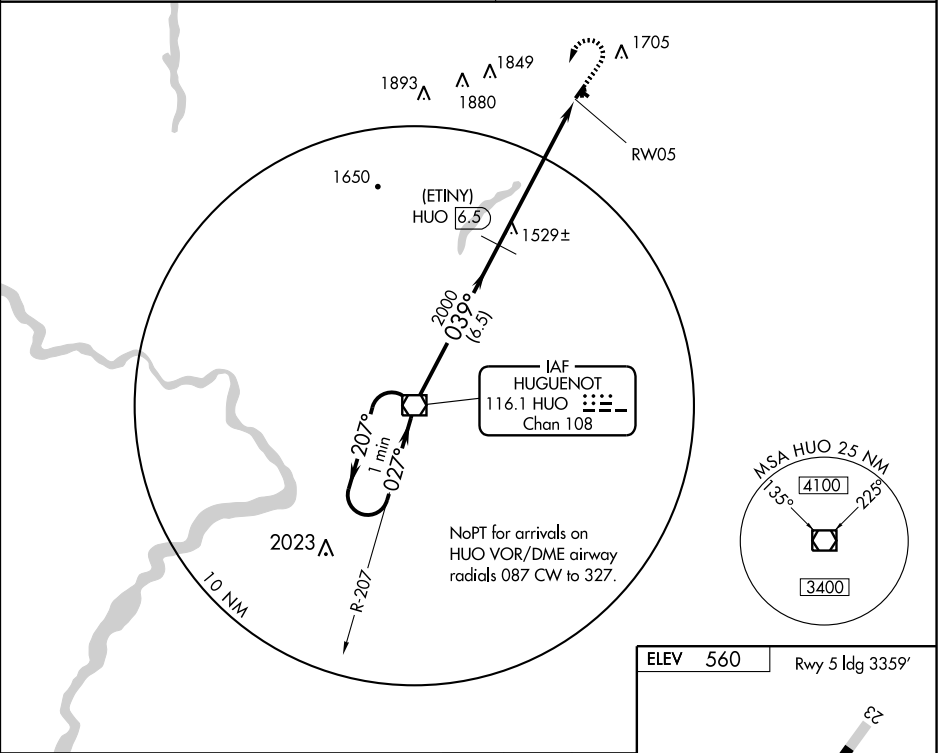
UNICOM  
**122.8 (CTAF) 1**



VOR/DME HWO	APP CRS	Rwy Idg	3359
116.1	039°	TDZE	550
Chan 108		Apt Elev	560

VOR/DME or GPS RWY 5  
WURTSBORO-SULLIVAN COUNTY (N82)

<p><b>NA</b></p> <p>Obtain local altimeter setting on CTAF, when not received, procedure not authorized. Procedure not authorized at night.</p>	<p>MISSED APPROACH: Climb to 2300 then climbing left turn to 3500 direct HWO VOR/DME and hold.</p>
<p>NEW YORK APP CON</p> <p><b>132.75 363.1</b></p>	<p>UNICOM</p> <p><b>122.8</b> (CTAF)</p>



One Minute Holding Pattern		VOR/DME		2300 3500 HWO 116.1	
3500 ← 207°		(ETINY) HWO 6.5		RW05 HWO 12.5	
→ 027°		2000			
		6.5 NM		6 NM	
CATEGORY	A	B	C	D	
S-5	1880-1¼ 1330 (1400-1¼)	1880-1½ 1330 (1400-1½)	1880-3 1330 (1400-3)	NA	
CIRCLING	1880-1¼ 1320 (1400-1¼)	1880-1½ 1320 (1400-1½)	2020-3 1460 (1500-3)	NA	

